

GRAIN DEALERS' JOURNAL

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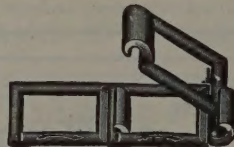
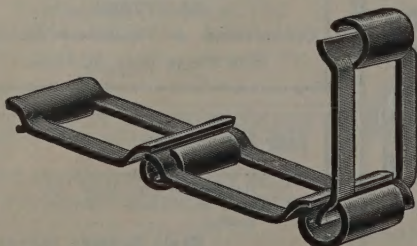
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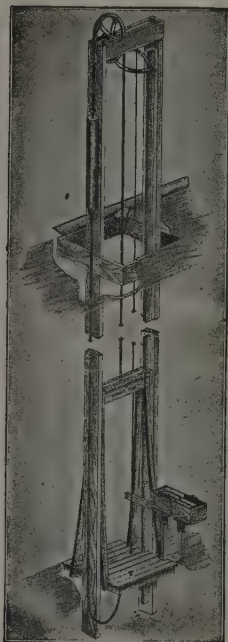
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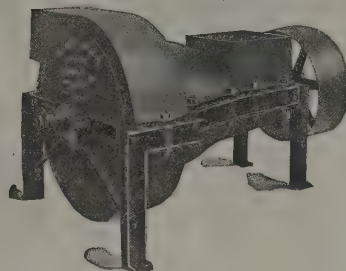
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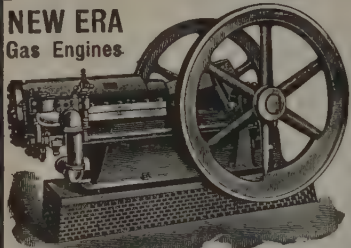
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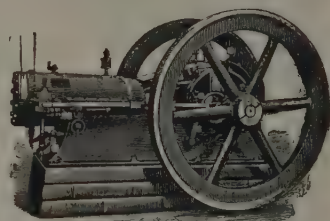
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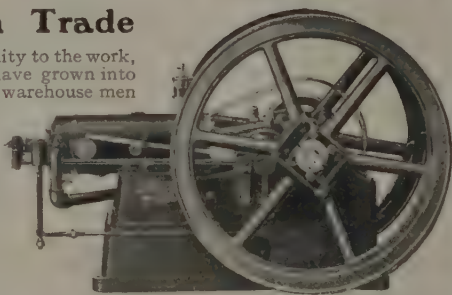
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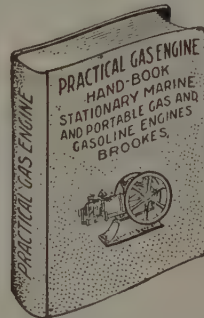
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Clark's Vest Pocket Grain Tables reduce pounds to bushels on any number of pounds from 10 to 100,000.

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Oats at 32 lbs.; Corn, Rye and Flaxseed at 56 lbs.; Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs.; Barley and Hungarian Seed at 48 lbs.; Ear Corn at 70 lbs.; Ear Corn at 75 lbs.; Ear Corn at 80 lbs.; Timothy Seed at 45 lbs.

These tables are bound in tough paper and form a thin book, 2½-in. wide by 8¼-in. long. Price 50 Cents. Address

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255 LaSalle St., CHICAGO, ILL.

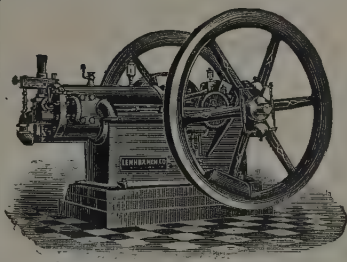
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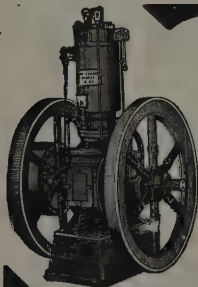
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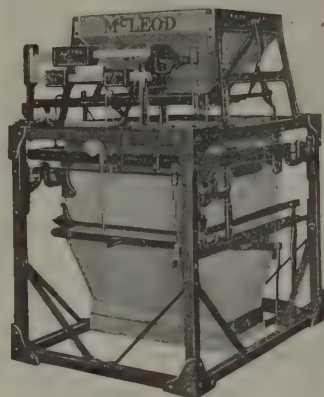
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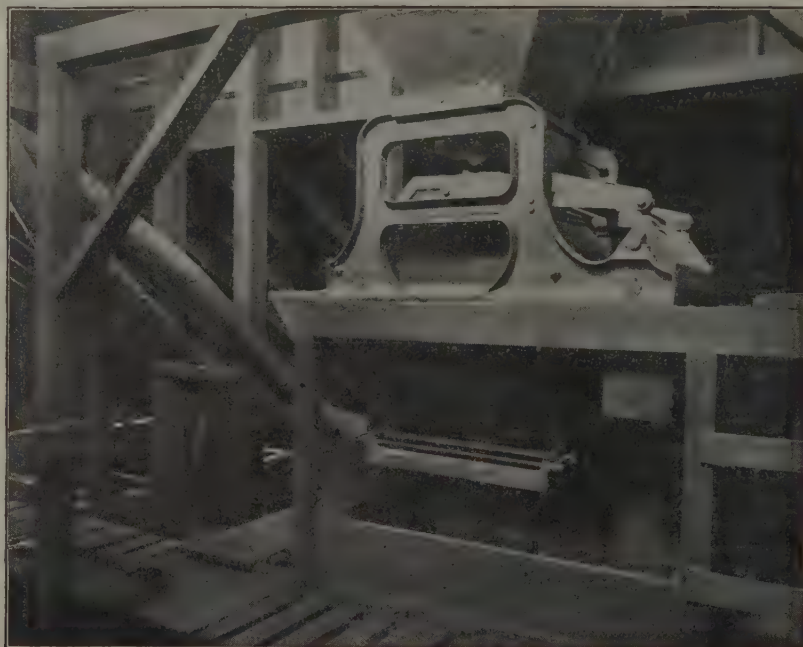
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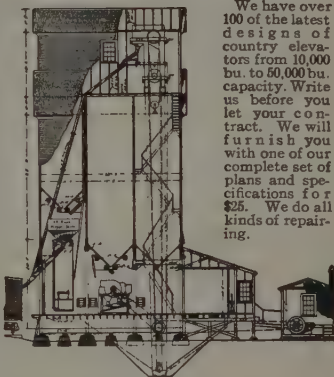
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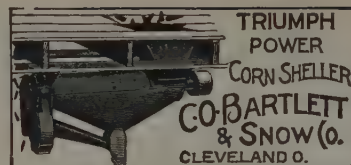
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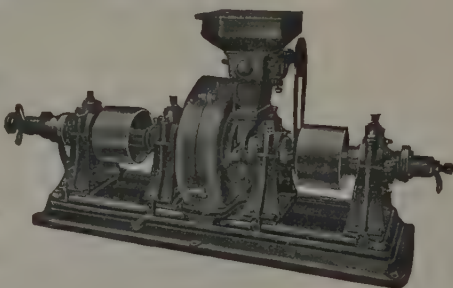
The tables show the following reductions. Oats at 32 lbs., 33 lbs., and 35 lbs. Timothy Seed, 45 lbs. Barley, Hungarian Grass Seed and Corn Meal at 48 lbs. Shelled Corn, Rye and Flax Seed at 44 lbs. Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs. Wheat, 60 lbs., with 1, 2, 3 and 5 lbs. dockage. Ear Corn at 70 lbs., 72 lbs., 75 lbs. and 80 lbs. per bu. Freight table shows rate per bushel at 60, 65, 45 and 80 lbs. per bu, when the rate per 100 lbs. is 1 to 30 1/2 cents, in 1/4 cent rises.

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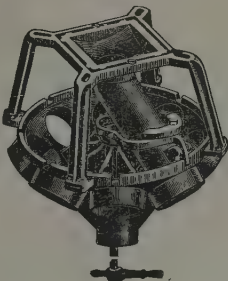
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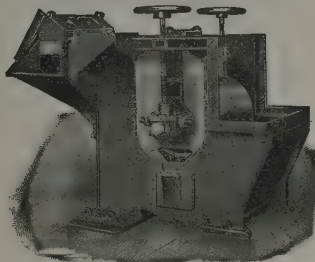
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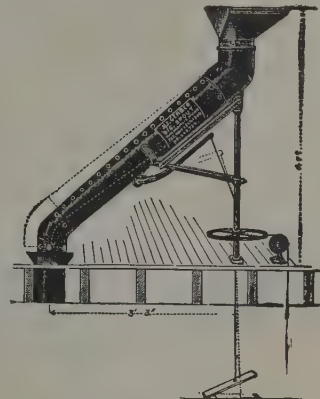
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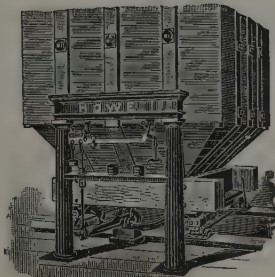
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Yours truly, C. B. MUNDAY & Co.

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as the above, as we shipped them the one at Zanesville in January, 1904,
so it had been in use nearly four years—long enough for them to know what
it is. We ship on trial to people who are not familiar with our machines.

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Any Weight

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Decimal Grain Values, which
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GRAIN DEALERS JOURNAL

255 La Salle Street
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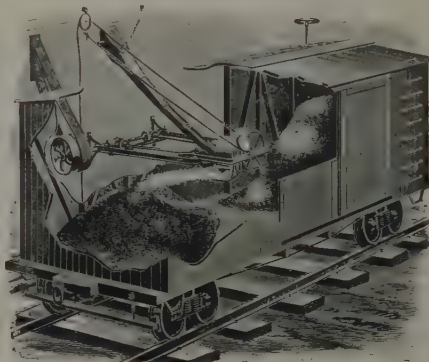
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The Champion Car Loader



The Champion, also the
Sterling Car Loader is a per-
fect success for loading grain
into cars without shoveling.

We control the Reynolds
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Beware of infringers. Suit
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Write for prices and full
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On Cards

Clark's Wheat Tables for reducing wagon load weights
to bushels reduce any number of pounds up to 4,000 to
bushels of 60 pounds each.
In addition to the regular reduction table, 4 dockage
tables showing the dockage of any quantity up to 4,000
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Printed in two colors on heavy bristol board with eyelet to hang beside scale beam. These
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Style F, New Process Cylinder Corn Sheller



This machine has the same shelling device as our "New Marseilles," but does not have separating and cleaning device

corn and sundry other articles fed into it. The point is: The New Process Corn Sheller shells corn from cob cleanly with minimum amount of power, and in case there is breakage the sheller is so simple in construction that it may be speedily and economically repaired. This style of sheller is usually located at the boot of a stand of elevators and used in connection with a separate corn cleaner located at some point in upper part of the building (usually at the head of the elevator).

The ear corn enters the receiving hopper at top of sheller at end shown, and the shelled corn, cobs, etc., discharge from the bottom at the opposite end of the machine.

The drive pulley and fly-wheel can be placed on opposite ends of the sheller from that shown, if desired.

The machine occupies small space and can be set anywhere that corn can be carried to it.

Send for more information to the

Without Cleaning Device

A plain, simple corn sheller, built on scientifically mechanical principles, that will shell corn and keep a-shelling, no matter where it is located or to what it is subjected, has been the dream of the elevator operator ever since the modern dump method of unloading has been in vogue, and horse shoes, sledge hammers, log chains and other farm paraphernalia have been fed into the sheller by the careless farmer. No sheller has yet been made that will make a steady diet of such things, but

The New Process Cylinder Corn Sheller

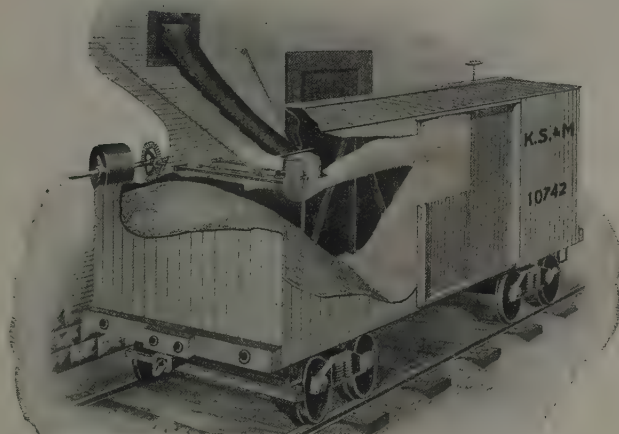
will come nearer than any to accepting all

Marseilles Manufacturing Co., Marseilles, Illinois

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The S. & R. Automatic Rotary Carloader

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This machine not only loads the car to its utmost capacity without labor or expense other than placing the machine in position, but it greatly improves the appearance of the grain by thoroughly drying and mixing it, blowing the light dust out of the car door, and giving the shipment a bright, clean appearance.

One man will easily and quickly place the loader in position, after which it requires no attention until the car is loaded.

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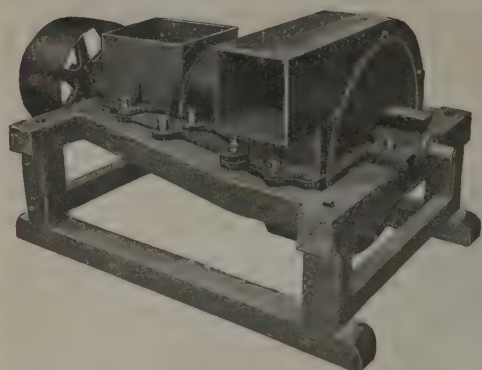
Horsepower required to operate No. 1 loader, 2 to 4; No. 2, 3 to 6, depending upon the kind and condition of grain.

A large number of our loaders are in use throughout the country, all of which are giving the best of satisfaction.

We manufacture a complete line of grain elevator machinery. General catalog No. 7 sent upon request

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The New Ohio Corn Sheller

Right and Left Hand Over Discharge.
Right and Left Hand Under
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Knockers.

HEAVIEST BUILT SHELTER ON THE MARKET

Sizes: 300 to 1,000 bushels per hour.

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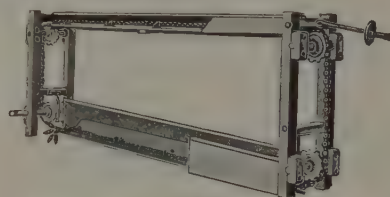
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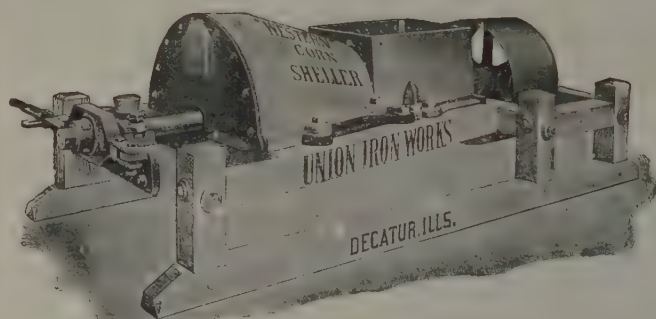
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All ready to install, with cast
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ANY
Length,
Most
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Motion reversed by gears when ordered.



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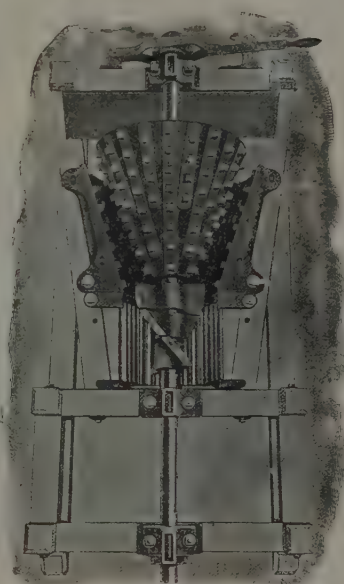
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**Always Improving
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The "Western"—always in the lead.

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Interior View of Style A Sheller Showing
Screw Feed.

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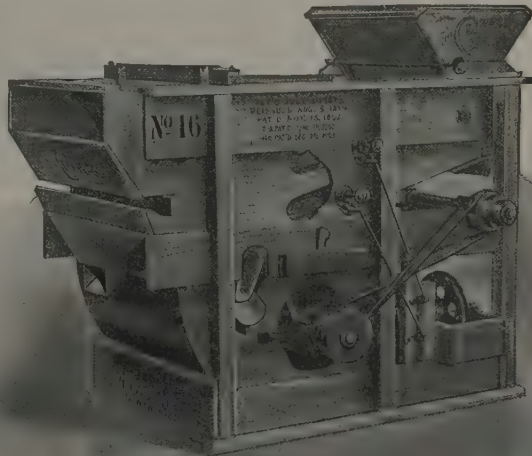
Sole Manufacturers of "Western" Shellers and Cleaners

Complete Stock Carried in Kansas City, Mo.

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IF YOU HANDLE CLOVER SEED

that contains buckhorn, plantain, pepper grass and other foul weed seeds, we have a machine which it will pay you to investigate. We are making a Cleaner, in many respects like our popular No. 16, that is giving splendid results in handling extremely dirty lots of seed and also tailings from larger machines. This machine requires very little space or power; and no dust spout connections, being equipped with a dust sack for taking care of the dust from fan. It is so arranged that the cleaned seed passes in full view of the operator which enables him to see at any time just what the machine is doing. This Cleaner will pay for itself in a short time reclaiming bad lots of seed and screenings. It will handle any kind of field seeds and give the best kind of results. We are not pretending to do miracles. We cannot take *all* of the buckhorn out of clover; just the same, we think the work the machine *will* do would surprise you. If you are interested in the work described we shall gladly give you full particulars and prices.



A. T. FERRELL & CO.

Saginaw, Michigan



Corn Shellers and Cleaners

We make a complete line of Corn Shellers and Cleaners.

The Victor Sheller has been for years recognized as the standard Sheller of the country.

It is now made adjustable and can be adjusted for different kinds of work. This feature together with its well known qualities of strength, durability and efficiency, makes it a very profitable machine to operate.

The Cornwall Corn Cleaner was the first of the shaker cleaners and has always kept the lead over this class of cleaners. Its patent finger sieve enables it to clean the corn better and do the work faster with less power than any other cleaner.

We also make the little Victor Sheller and Cleaner and the Rolling Screen Cleaner.

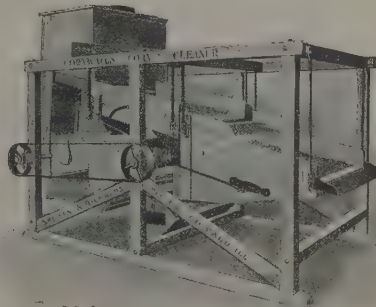
Our line of Feed Mills and Separators is unsurpassed.

Send for latest circulars.

Barnard & Leas Mfg. Co.

Builders of Elevator
Machinery and Supplies

MOLINE, ILL.



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ILLINOIS AND INDIANA elevators for sale at from \$2,500 to \$15,000. Address James M. Maguire, Campus, Ill.

A good feed and coal business for sale in a good live town. Address Semik, Box 6, Grain Dealers Journal, Chicago, Ill.

FOR SALE OR TRADE—A good elevator and Feed and Coal Business. Write for particulars. T. W. Williams & Sons, Upland, Ind.

FOR SALE—A 60,000 bu. modern up-to-date elevator in town of 800. One good competitor. Station handles 500,000 annually. Address J. M. Maguire, Campus, Ill.

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NEARLY NEW elevator in Ia., handling oats, corn and hay, with good side business for sale. Address Win, Box 3, Grain Dealers Journal, Chicago, Ill.

50,000 bu. capacity elevator for sale, on the best railroad in Ohio. Large territory and will sell worth the money. Address M. H., Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Two modern elevators with Fairbanks Engines and well equipped. Capacity 20,000 each. Located in southern Minn. Address L. Box 48, Sioux Falls, S. Dak.

TWENTY ELEVATORS on Chicago, Great Western and Chicago, Milwaukee & St. Paul Roads. Will sell either as a line or separately. Address X. Y., Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE—30,000 bu. steam power elevator on Vandalia R. R. Doing a good business that will bear investigation. Plenty of side lines. Reason—other business. L. E. Daniels, Kewanee, Ind.

FOR SALE—A 22,000-bu. capacity elevator, and corn crib on Omaha Ry. n Northeastern Neb. with standard gasoline engine, scales, etc. Address Maha, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE—A 10,000 bu. Elevator handling 200,000 annually. Mill and good feed business. Nice town of 300. No competition. A money maker. Good reasons for selling. Address J. M. Maguire, Campus, Ill.

FOR SALE—The whole or active half-interest in cash Grain Commission business located at Wichita, Kans. References exchanged and books opened. Address Something Good, Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE: Minnesota \$2,000, North Dakota \$2,000, South Dakota \$5,200, Iowa \$3,000, Minnesota \$1,500. These houses are doing a good business and are worth investigating. O. M. Myers, 210 Flour Exchange Bldg., Minneapolis, Minn.

ELEVATORS FOR SALE.

ELEVATOR on Wabash Ry. in St. Joseph Co., Ind., for sale. Capacity 10,000 bus.; no competition; good business and in center of good grain country. Bargain if taken soon. W. B. Calvert, South Bend, Ind.

FOR SALE OR EXCHANGE for a small farm, by elevator located in north-eastern Ind. Doing a good business. Write for full particulars. Address Bargain, Box 5, care of Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE—We have a large list of extra good bargains in elevators in first-class locations, doing good business. Write for prices, terms and descriptions, giving location your prefer. Iowa Mill & Elevator Brokers, Independence, Iowa.

OFFERING GOOD THINGS IN ELEVATORS. We give buyers and sellers good work. All listed subject to prior sale. NOTICE PLEASE. Sellers give details, price and commission you'll pay, and buyers describe your wants 1st letter. John A. Rice, Frankfort, Ind.

FOR SALE: 10,000 bushel elevator on Grand Trunk in central Mich. In good bean section; fully equipped with modern machinery. This is as complete a little elevator as there is in the state and can be bought right and on reasonable terms. Have good coal and tile business in connection. Address Lin, Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—50,000 bu. Elevator on C. M. & St. P. Ry., 100 miles of Omaha. Large territory and good corn crop. Gasoline engine power, sheller and cleaner and two dumps. Coal and feed in connection. Handles over hundred cars a year. A bargain and good reason for selling. Address A. C., Box 6, Grain Dealers Journal, Chicago, Ill.

FOR SALE: First class Hay Warehouse and small elevator (20,000 bu. capacity) equipped with hopper sale, Barnard & Leas Cleaner and Eureka Oat Clipper. Track facilities the best. Located in city of Cincinnati, O., in fine retail district. This is a splendid business opportunity. Address H. C. J., Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE.—Practically new 20,000-bu. elevator, with Fairbank's scales, gasoline engine, office building and corn crib. located in Swedish settlement on C. R. I. & P. Ry., in central Ill. This elevator is doing a good business and will make money for whoever buys it. Only elevator at station. Best of reasons for selling. \$4,000 will take it if sold quick. For full particulars address Sep., Box 6, Grain Dealers Journal, Chicago, Ill.

MODERN ELEVATOR in good repair, having a capacity of 12,000 bu.; equipped with No. "o" Western sheller, having a capacity of 1,500 bushels per hour; also western cleaner with same capacity. Three stands of elevators, power shovel for unloading cars, one 9x18 double stand of rolls, 25 H.P. gasoline engine, two ware rooms, one 20x15 and the other 50x12, one coal house having three bins with 150 tons capacity. Located on private grounds. Good crop ready to move. Best of competition. Address The Kemper Grain Co., Board of Trade, Kansas City, Mo.

ELEVATORS FOR SALE.

FOR SALE or trade for a good farm one of the best elevators in eastern Kansas. This elevator is extra well located and is a money maker and a good property for any one to own. Can show up the business to prove it. If you mean business write to J. J., Box 9, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS ELEVATOR FOR sale or exchange. Consists of elevator, warehouse, plat of ground, 6 room house with lots, located in good town of 2,500; fine agricultural section; best of railway facilities. An excellent chance to secure paying grain, flour and feed business. Price \$15,000. Will consider clear farm or income property up to \$15,000. Investigate at once. Exchanges of all kinds a specialty. B. B. Watson, Box 94, Barry, Ill.

ELEVATOR FOR SALE—Located on C., B. & Q.; fine grain country; handled 30,000 bu. wheat this year, besides oats, rye and corn; fine prospect for corn this year. 15,000 bu. capacity, 13 H. P. gasoline engine, 7x12 cups, Western cleaner, Automatic weigher, dump scales; outside wagon scales gravity load. Built 1904-5. No competition. Good coal and feed business goes with this. Want to quit grain business on account of health. Address "Stan" Box 7, Grain Dealers Journal, Chicago, Ill.

A PARTNER**HELP or a POSITION,**

can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain-trade's accepted medium for "wanted" and "for sale" ads.

**SELL
YOUR
ELEVATOR**

Others receive satisfactory returns when they advertise in the "Elevators for Sale" columns of the GRAIN DEALERS JOURNAL; have no commissions to pay and know they are getting top price for their property; so can you! Try it!

WEIMER GRAIN CO.

GREENVILLE, O., Oct. 25, 1907.
Grain Dealers Journal, Chicago, Ill.:

GENTLEMEN:—Please discontinue "ad" as we have about made a deal. We were greatly surprised to have so many respond to the "ad."

Yours truly,

WEIMER GRAIN CO.

ELEVATORS WANTED.

WANTED—to buy elevator that will handle 200,000 or more per annum. Address Lock Box 15, Wellsburg, Ia.

OHIO OR INDIANA elevator wanted, doing good business. Address Nam, Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED in North and South Dakota. What have you to offer? O. M. Myers, 210 Flour Exchange Bldg., Minneapolis, Minn.

ELEVATOR wanted in Kans. or Neb. in exchange for 166 acre Okla. farm and stock in mill. Address JEM, Box 9, Grain Dealers Journal, Chicago, Ill.

GRAIN ELEVATOR wanted in exchange for an unimproved quarter section of Red River Valley land. Address Lek, Box 9, Grain Dealers Journal, Chicago, Ill.

TO EXCHANGE for elevator or mill property; 640 acres Wilkin county, Minn. Level, black, prairie land; encumbrance \$10,000 five years at 5% interest. P. O. Box 148, Independence, Iowa.

Wagon Loads Received FORM 380

For the use of country grain buyers in keeping a record of grain received from farmers.

It is 9½x12 inches, contains 160 pages giving room for records of 3,000 loads. Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents, and Remarks. The book is printed on Record Linen Ledger Paper and is well bound in strong board covers, with leather back and corners. Price, \$1.50.

GRAIN DEALERS COMPANY

255 La Salle Street, CHICAGO, ILL.

Record of Cars Shipped FORM 385

Is designed especially for the use of country shippers in keeping a complete record of each car of grain shipped.

It contains 160 pages of Record Linen Ledger paper, ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½x12 inches and has spaces for recording the foregoing facts regarding 2,400 carloads. It is well bound in strong boards with leather back and corners. Price, \$1.50.

GRAIN DEALERS COMPANY

255 La Salle St., CHICAGO, ILL.

SITUATIONS WANTED.

POSITION WANTED as traveling solicitor or manager of cleaning house. 25 years in grain trade in Ia. E. R. W., Manson, Ia.

WANTED: Position as manager of elevator. Employed now. Want to change to place further west or south. Best of references. Address Lock Box 286, Harris, Iowa.

RELIABLE GRAIN MAN open for situation with wide awake grain company, as manager of country station or transfer house. Address "L" Box 7, Care of Grain Dealers Journal, Chicago, Ill.

POSITION WANTED: Position as manager of mill and elevator; several years experience, best of references; good reason for changing. Address Manager, Box 9, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—Experience and ability count; 18 years experience as Mgr. of eltrs.; keep double entry books; good mixer; best of references. Address A. W. Walls, New Richmond, Ind.

MAN 35 years of age with 20 years' active experience in the grain trade both in Chicago and country, wants position as auditor with grain company in the northwest. Am single and will go any place to work. Address Mc., Box 6, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by experienced man, with grain co. as manager of elevator, or with large milling co. as supt. of eltr. and warehouse. Competent of taking full charge, familiar with office duties, understand grading of grain and machinery. German and American spoken. First-class references. Address P., Box 2, Grain Dealers Journal, Chicago, Ill.

PARTNERS WANTED.

PARTNER WANTED to join in starting elevator at good point in Indiana; or wish loan of \$5,000 on property worth \$8,000 with reasonable interest. Address W., Box 9, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

TRAVELERS who call on country elevator men can represent us with advantage to their regular business and also increase their income. Address Side Line, Room 504, Traders Bldg., Chicago, Ill.

EXPERIENCED hay man wanted to take charge of hay receiving and shipping business with warehouse in a leading terminal market. Must be a good correspondent and a hustler. Address Commission, Box 7, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

250 BBL. MILL IN SOUTH DAKOTA for sale or exchange. Good location. Will sell cheap or exchange for property either real estate or stock of goods. First National Bank of Milbank, Milbank, S. D.

FOR SALE—100 bbl. mill and 15000 bu. elevator in live central Indiana town. Good coal business in connection. Mill doing thriving business at present. Good reason for selling. Address Lamb, Box 7, Grain Dealers Journal, Chicago, Ill.

Grain Scale Book No. 23.

An Indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

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GRAIN DEALERS COMPANY

255 LA SALLE ST. CHICAGO, ILL.

THE EXPERIENCE OF OTHERS

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

Gentlemen:—In order that I may profit by the experience of others in the grain trade, please send me the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty Cents.

Name of firm.....

Capacity of Elevator.....

Post Office.....

.....bus.

State.....

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FOR SALE: 20 H. P. gas engine. American Hdwe. Mfg. Co., Ottawa, Ill.

GASOLINE engines for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

ENGINE 16 Horse Gas \$275; 12 H. P. \$250; Boilers, Engines, Heaters, Pumps, all sizes. D. Casey, Springfield, Ohio.

FOR SALE—18 H. P. Gasoline Engine in first class condition. \$200. Comet Motor Works, 47 S. Canal St., Chicago, Ill.

FOR SALE—20 H.P. Columbus Gasoline engine good as new, used 3 months, will sell cheap. Address W. C. Hile, Versailles, O.

1-35 H. P. OTTO GASOLINE ENGINE, 1 new round reel, 1 set 8x57x27/16" tight and loose pulleys for sale. Stewart Milling Co., Stewart, Minn.

GAS ENGINES FOR SALE.

22 H. P. Fairbanks-Morse.

16 H. P. Fairbanks-Morse.

12 H. P. Fairbanks-Morse.

8 H. P. Fairbanks-Morse.

20 H. P. Otto.

8 H. P. Otto.

10 H. P. Ohio.

25 H. P. Columbus.

10 H. P. Webster.

Also fifty engines for smaller sizes and all makes. A. H. McDonald, 36 W. Randolph St., Chicago.

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FOR SALE—I Eureka Cleaner in good condition will be sold at a bargain. The Ellinwood Grain & Supply Co., Ellinwood, Kansas.

FOR SALE—One western shaker corn cleaner No. 4. Capacity 400 bus. per hour. Made by Union Iron Works, Decatur, Ill. In good order and running now. Make offer. Address S. J. Thompson, Holton, Kans.

FOR SALE CHEAP. 1 No. 1 New Process Corn Cleaner. 1 No. 1 New Process Corn Sheller. 1 No. 5 Invinible Double Receiving Separator. 1 No. 5 Richmond Elevator Separator. 1 No. 8 Cyclone Dust Collector. Address Holister-Whitney Co., Quincy, Ill.

TWO SECOND HAND SCOURERS AT A BARGAIN. One "Monitor" adjustable polishing and scouring machine, No. 2. One "Cranston" scourer, No. 2. Both in first class condition, had to replace with larger machines. Address: The Oklahoma Mill Co., Kingfisher, Okla.

MISCELLANEOUS FOR SALE.**GRAIN TESTERS.**

Two quart testers, one quart tester, one pint tester, the best are cheapest, we have the best. Write us for prices. A. S. Garman & Sons, Akron, O.

A. T. Ferrell, No. 6, Grain & Seed Clipper:

No. 1 Western Corn Cleaner;

No. 1 Western Corn Sheller;

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Large Fan; 12 & 16" conveyor belting; Dump Irons and miscellaneous elevator fixtures.

W. P. Holaday, Trustee in Bankruptcy, Danville, Illinois.

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SCALES for elevators and mills; low-cost prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

FOR SALE—Bargain. Two 42,000 lbs. capacity Fairbanks Hopper Scales. Relitted; as good as new. Columbia Scale Co., 29 W. Randolph St., Chicago, Ill.

SCALES of all kinds: repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

STANDARD SCALES for mill and elevator purposes. Steel frames for all standard make of scales. We meet every requirement of the best of the grain trade. Standard Scale & Mfg. Co., 601 East Court Ave., Des Moines, Ia.

ENGINES AND BOILERS.

FOR SALE: One 12 H. P. Frost Steam Engine with boiler complete. In good condition. For full information address J. H. Holtorf, Malmö, Neb.

Grain Register**No. 12 AA.**

This book is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8 1/2 x 14 inches and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contains spaces for records of 4,000 loads. The book is well printed and ruled on Sterling ledger paper, and substantially bound in extra heavy binder board with leather back. Price \$1.50.

For Sale by

GRAIN DEALERS COMPANY,
255 La Salle St., CHICAGO, ILL.

SALES SHIPMENTS and RETURNS BOOK

is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10 1/4 x 16 1/4 inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car No. and Initial, Our Weights, In Bushels, Grade, Route, Rate. Under Returns are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

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GRAIN DEALERS JOURNAL
255 La Salle Street, Chicago.

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GRAIN DEALERS JOURNAL

255 La Salle St. CHICAGO, ILL.

Competent Help

If you need a man of experience to travel, manager or do work around an elevator, say so in the Help Wanted column of the Journal.

The Greenville Feed Co.

Greenville, O., Oct. 2, 1907.

Grain Dealers Journal:—You may discontinue the ad. because we are deluged with replies and certainly think we can find what we want in the numerous answers we have gotten. Your paper is certainly a gilt edged advertising medium for people in the grain or allied interests.

THE GREENVILLE FEED CO.,

C. H. Tingley, Mgr.

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KANSAS GROWN Alfalfa and other Grass and Field Seeds for sale. Address J. G. Peppard, Kansas City, Mo.

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NEW CROP ALFALFA SEED, Kansas-grown, acknowledged the best, for sale. Ask for samples and prices. Kansas Seed House, Lawrence, Kans.

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WANTED—BUCKWHEAT, MILLET, HUNGARIAN, POP-CORN, MUSTARD. Offer with samples. J. OLIVER JOHNSON, Chicago, Ill.

CLOVERS WANTED—Send samples. We are in the market for Medium, Mammoth, Alsike, Blue Grass, Buckwheat, Millets, etc. Sample envelopes free. The Adams Seed Co., Decorah, Iowa.

WRITE US NOW about new crop FIELD SEEDS. Mail samples TIMOTHY, CLOVER, MILLET, MUSTARD, CHICKEN FEED GRAIN, etc. Sample envelopes for the asking. THE ILLINOIS SEED CO., CHICAGO, ILL.

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Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

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Salvage Grain Wanted

I buy and sell damaged malt; flaxseed and salvage grain of all kinds.

WM. B. GALLAGHER

72 Pearl Street, BUFFALO, N. Y.

POPCORN WANTED.

POPCORN Wanted—Correspond with us. Bradshaw Co., New York, N. Y.

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FOR SALE—Oats and Corn in car lots. Ask for quotations. Buckland Mfg. Co., Buckland, Ohio.

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KAFFIR CORN. Butler County (our county) largest acreage of Kaffir Corn of any county in the world. We shipped more last year than any one firm in the world. Write to J. C. Haines & Co., Augusta, Kans.

FERRETS FOR SALE.

3,000 FERRETS for sale. They exterminate rats and rabbits; price list free. Lewis DeKleine, Jamestown, Mich.

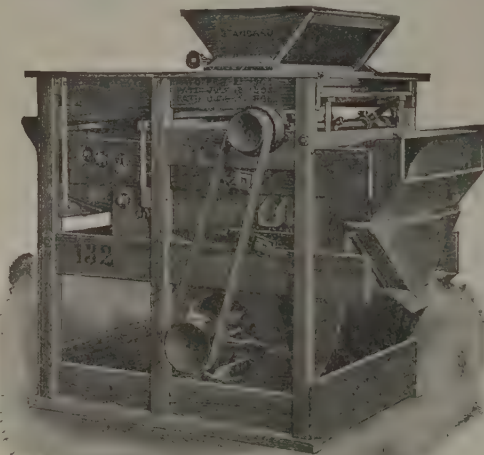
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This is a long name of a short machine that was built to meet the demands of the country elevator operator who desires to save time and make money.

It's a new make of an old reliable cleaner, two in one, that enables you to clean two kinds of grain, by changing from one to the other, without changing screens or stopping machine.

You can't help being interested for it was made for you. Install any place in elevator and it doesn't need to be braced. Stands still while in motion.

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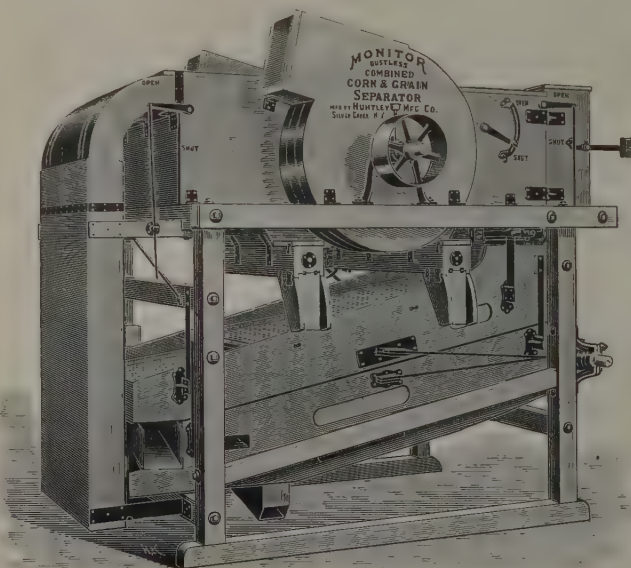
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Is the best machine of its class on the market, and any user who has compared its work with other makes for similar uses will unhesitatingly indorse our statement.

This letter tells the story. We've many others on file to the same effect.

CHARLES E. GROCE, Grain Dealer,
Circleville, Ohio, January 26, 1907.

Huntley Mfg. Co., Silver Creek, N. Y.

Gentlemen:—After considerable inquiry last spring from different grain dealers about a combined wheat and corn cleaner, I bought one of your No. 7 machines. It did splendid work on wheat last summer, and we are more than pleased with it on corn.

I can cheerfully recommend it to anyone wanting a separator for either wheat or corn.

Yours very truly, CHARLES E. GROCE.

We shall be glad to send you special folder on this machine or our complete catalogue of Separators, Scourers, Smutters, Oat Clippers, Seed Cleaners, etc.

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A Red Wrapper on your Journal means your subscription has expired.

The Advertising

value of The Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms, place your announcements in the leading Journal.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at Chicago, Ill., Post Office as
Second-Class Matter.



GOLD MARKS SIGNIFYING QUALITY
OF CIRCULATION HAVE BEEN
AWARDED THE GRAIN DEALERS
JOURNAL BY THE AMERICAN
NEWSPAPER DIRECTORY

CHICAGO, ILL., NOVEMBER 10, 1907.

GRAIN bot right is half sold.

THE DEALER of good judgment is slow to pass judgment on his competitors.

FOR RELIEF from anxiety regarding the temperature of your shipments of new corn install a good drier and use it.

NEW CORN is now preparing to get red hot on the hands of hasty dealers. Be careful lest you get your fingers scorched.

NO. 3 OATS may be delivered on contracts for No. 2 at a discount of five cents if the Chicago Board of Trade members do not vote it down.

TELEGRAFERS' strike has been called off, but not until grain dealers as well as the general public have been educated to use the telephone more than ever.

SOFT CORN will be fed, but from present indications feeders in sections having corn which can be shipped with safety, will use much less corn than usual.

OVERDRAFTS in times of money stringency are very sure to be turned down. Receivers experience enough difficulty in obtaining money for shippers who are considerate of them, without going out of their way to borrow money for shippers who ignore their requests for more moderate drafts.

REPORTS from many sections on the new corn crop are to the effect that the yield is very disappointing. Is the yield up to expectations in your neighborhood?

THE ELEVATOR which is well equipped mechanically not only can handle grain more expeditiously and economically, but with less worry to the operator and more comfort to patrons. It is by far the cheapest obtainable.

FLAX STRAW will be burned no more as B. C. Mudge of the Massachusetts Institute of Technology has invented a process whereby it is easily transformed into white linen fibre ready for spinning in twelve hours. The owners of the letters patent will buy all the straw offered as soon as they can establish plants.

OPERATING officials of the principal railroads will meet in Chicago Nov. 21 to discuss a new car hire agreement. If they will increase the per diem charge for the use of foreign cars to \$1 and to \$5 when cars are reloaded for points still farther from home the stealing of cars by roads from one another will be checked.

FRIENDLY relations with competitors will always prove profitable, but never so profitable that you can afford to ignore the local newspaper publisher and the merchants in other lines. The confidence of your fellow citizens is necessary if you wish to win the farmer's trade. Acquaintance and friendship afford the shortest stairway to confidence.

THE INABILITY of the railroads to handle promptly all the freight offered is being used as a potent argument by the champions of inland waterways to talk large appropriations out of Congress. After the appropriations have been expended the waterways may be navigable but freight will seek the same old channels unless the railroads go to sleep.

TRYING to do a double track business on a single track road is given by O. P. Gothlin of the Ohio Railroad Commission as one of the principal causes of car congestion on the railroads of that state. He maintains that buying more cars only serves to intensify the congestion. If all roads had double tracks the delay of motive power, cars and freight would surely be greatly reduced and the roads earning power materially increased.

THE ONLY sure cure for the bag lending abuse is to stop lending just as the dealers of the Miami Valley who wish to make a living propose to do Jan. 1, 1908. This old time burden has hung about the neck of the grain trade of a few sections so long, some of the dealers foolishly have feared their trade would go into quick consumption if the abuse were discarded. No doubt the expensive custom has sent many dealers to the poor house.

COUNTRY buyers who bid oats and barley way up in hope of preventing their competitors handling any of the crop are indeed sad at heart. Those who can get cars could not sell for near what they paid. Those who sell now and accept their losses will not be able to profit by higher prices which may rule later.

THE GRAIN TRADE is suffering more than its share of handicaps this season. The strike of the telegraphers has greatly interfered with business for three months and its closing days is quickly followed by a famine of both cars and currency. But there is plenty of grain in the country and good domestic and foreign demands so the grain dealers are cheerful and ready to give an emphatic NO to the interrogation, Are we downhearted?

NO RECEIVER in an organized market can serve a shipper so well as a member of the organized exchange, and none can escape his full duty to the same shipper so easily as the non-member of the organized exchange. The non-member is not bound by the exchange rules which are made for the special purpose of protecting the interests of outside traders in the market. To favor a non-member with business is to slap the organization, which stands for fairness and equity. No shipper who is alive to his own interests can afford to give any of his business to the non-member.

CORN SHOWS would arouse more interest among growers and therefore do more good if held after Dec. 1st each year. Then the corn will have matured and the farmers will have had an opportunity to select the choicest of their crops for exhibition purposes. They will also have time to go to the show and their attendance in large numbers is the one thing necessary to its being a success. The true purpose of corn shows is not to show town folks what the farmers can produce but to show growers what others are doing, encourage them to a more careful selection of seed and a more intelligent preparation of the soil and cultivation of the growing grain.

MINNEAPOLIS Chamber of Commerce directors have prohibited trading in privileges in the exchange room also the trading in futures before the opening of the market. Both should be barred from the exchange building and discountenanced by all members, who desire the regular market to be a more perfect barometer of true market influences. The influence of the curb on the regular market was generally greater than was ever warranted and often was noted to the disadvantage of dealers who were not aware of its insignificance. Being first cousins to the bucketshop, the curb and trading after hours should be permanently abolished for all time.

CARELESSNESS or indifference on the part of grain buyers at country stations fosters like characteristics in the grain growers. While close grading and careful buying impress the farmer with what is needed to secure the top of the market.

UNLESS otherwise agreed track buyers have only the option of accepting or rejecting grain shipped in fulfillment of contract. Applying shipment on contract at a discount without shippers consent will not hold in defiance of shippers wishes. Market difference day of arrival is too often governed by the buyers stocks and needs. Shippers would promote their own interests by reserving the right to dispose of grain missing the grade contracted.

GRAIN DEALERS who are accustomed to work around their engines occasionally forget the dangers of the fly-wheel and are whirled to eternity, just as Henry Buuck of Preble, Ind., was recently. It would seem the part of wisdom to so guard fly-wheels as to prevent clothing of persons who visit the room being caught therein. Surely a little caution in guarding the dangerous cog wheels, fly-wheels and shafting would prove an excellent investment.

LOW SALARY and uncertainty of employment rob many a competent agent of all interest in the business of his employer and make it comparatively easy for the independent elevator operator to secure a lion's share of the grain. The most successful agents are those who have an interest in the business and stay at one station. Such soon win equal standing with other merchants of the town. They are respected and trusted and the farmers have confidence in them.

BARLEY has been commanding entirely too much money at country points as most of the fighters are now ready to admit. At no time have South Dakota buyers been justified in paying ninety cents, yet some of them have houses full of ninety-cent barley and wonder where they will be able to dispose of it quickly at a profit. Echo answers, WHERE? Bid what you can afford to pay for grain; let the overbidders have it at high prices and losses will soon bring them to their senses.

BUCKET-SHOP fakers will soon be unable to obtain grain quotations with which to swindle the public. The fight against these sharpers is long drawn out, but proves successful at each step. The Minneapolis Chamber of Commerce has just secured an injunction against sixteen keepers restraining them from "getting, posting, using or disseminating" the quotations of the Exchange on the same day they are made. Evidently the court has recognized the rights of the Exchange to control its own quotations.

SULPHURED grain is not easily detected unless the operator who puts the grain thru the purifying process applies so much sulphur as to bleach the grain. In fact, he goes to the other extreme. Over purification is as bad as no purification in the case of weather beaten grain.

SENATOR McCUMBER continues to hand out dope regarding his new federal grain inspection bill. If the grain trade is content to be placed at the mercy of the politicians then this move should be ignored. Inasmuch as the federal government has the right to inspect only interstate shipments, the state machines will control inspection of the intrastate shipments and two gangs of politicians will feed upon the trade.

CONTRACTING grain from the farmer verbally cost many dealers dearly this year, and it may be others will pay a premium for the privilege as some buyers have already contracted to buy the corn crop. This subject was aired at the recent meeting of the Ohio Ass'n with the result that at least some of the dealers will stop entering into verbal contracts with farmers. If they insist on selling their crop the buyers should insist upon having a written contract. Then it will be an easy matter to prove the contract in court should the farmer fail to deliver on a rising market.

NEARLY every month some country newspaper startles us with a three column report of the explosion of a gasoline engine, but upon investigation we always find that the reporter for the country paper was mistaken. There is little chance for the cylinder of any gasoline engine to explode, but carelessness on the part of operators may result in an explosion of gasoline in the engine room, which will do much damage and it may be that the engine will be wrecked as well as the engine house, but invariably a leak in the gasoline tank or the connecting pipe is to blame, not the engine.

SHIPERS will be pleased to know that the New York Central has issued a circular, which went into force last week, allowing shippers 50c per door, but not more than \$2.00 per car, where they provided temporary grain doors for shipping grain in bulk. These charges are to be deducted from the freight charges from the point of shipment to destination by showing these charges on way bills as advances. The New York Central very shrewdly assesses part of the expense for such doors upon carriers to which any shipment originating on its line may be transferred. In as much as one of the leading railroad companies of the country has voluntarily allowed \$2.00 per car for side doors, but allows nothing for end doors, it is folly for shippers to render bills to any carrier for less than this amount per car. It should be more.

INCREASED EFFICIENCY OF FREIGHT CARS NEEDED.

Car efficiency is the subject of a most excellent address by the Traffic Manager of the Chicago Board of Trade, delivered recently before the Traffic Club, which is composed principally of railroad men. A portion of it is published elsewhere in this number and we sincerely hope that our readers will peruse it carefully and reiterate the strong arguments there presented in letters to railroad commissions and traffic officials.

The shipping public everywhere is sorely handicapped by the lack of sufficient transportation facilities, but no trade suffers in comparison with the grain trade, none has so much to gain by improvement in shipping facilities. One very able authority has estimated that the railroad companies would immediately effect a 25% increase in their freight carrying capacity by pooling their freight cars, then empties would always be ready for loading.

In no line of business providing any great volume of freight has the loading and unloading witnessed greater improvement than in the grain trade. The only delay of rolling stock at the shipping elevator is to permit the elevator operator to repair the old worn out car provided him so as to place it in fit condition to receive its load of bulk grain. The only time the receiving elevator fails to unload a car within a few minutes after its arrival, is when the carrier delays cars in transit until a train load has accumulated and all are switched to the elevator at once. Loading and unloading facilities of the modern elevator are far in advance of any improvements made by the railroad company.

Increasing the per diem charge to \$1 would also help to hasten its release by the borrower. The railroads impose greatly upon one another, but at the same time the shipping public suffers even more. Roads which have enuf cars to handle their own traffic occasionally refuse to permit their cars to pass beyond their own rails, but this greatly handicaps grain shippers on their lines, whose market is thereby restricted. Vigorous agitation by all shippers alone can force the carriers to co-operate for a remedy. Get busy.

MAKING THE ELEVATOR ATTRACTIVE.

The influence of an elevator's surroundings upon its trade, no doubt, is far greater than the elevator man thinks possible. Few have made any effort whatever to keep the outside as well as the inside of their elevator and office clear and orderly. A well kept lawn with a few bright flowers here and there will always please the farmer, and surely make the elevator with such surroundings more attractive to him.

Among the Illinois dealers are several flower lovers, who have indulged their taste to such an extent as to attract attention, and to cause the farmers to talk. Is this not good advertising? Some, no doubt, have insisted upon having pleasant surroundings because they spend most of their hours during the daytime at their places of business.

As the improvement of the elevator's surroundings is attempted by more dealers, we feel certain that some of the more ambitious will indulge in landscape gardening so effectually as to hide all dirt and rubbish, which is so common about the average country elevator.

At several stations in the Northwest.

elevator men have provided rest rooms where the farmers may come with their wives to eat their luncheons, or members of the family may await in comfort for the farmer to complete other business, and while waiting feel that they are not imposing upon any one. If to the rest room is added the flowers so pleasing to the average gardener, the farmer and his entire family would not only feel that they were welcome to the elevator, but they would enjoy going there.

During the past year we have learned of more elevator men who have made an effort to improve their surroundings thru the use of flowers, shrubbery and lawn, but up to the present writing have not been able to induce any one to favor us with fotograf showing the results obtained. We hope the coming season will develop gardeners among the grain elevator operators who will be more willing to give their brother dealers the benefit of their experience.

THE CURRENCY STRINGENCY.

The action of the banks of the country in refusing to pay out cash except in small amounts has almost forced a complete suspension of the grain business in some sections and no dealer has sought new business or encouraged old. Few track buyers have sent out bids and then only for small amounts and at greatly reduced prices. Naturally country shippers in turn have been very backward about buying from farmers. Some have declined to buy at any price and all have sought to discourage farmers marketing grain until our financial muddle clears up.

Most of the line companies of the Northwest had their country elevators closed from Oct. 26 to Nov. 7, and all were so at sea as to fear to buy anything. Some of these line companies have resumed business, but because of the refusal of the banks to ship currency into the country they are paying for grain with storage tickets or drafts on the home office. Across the face of either is stamped, "To be paid only in Minneapolis exchange." Altho these tickets and drafts can be used by the farmer either to pay his debts or for deposit to his credit in the local bank as tho he had the cash, it is not certain he will be satisfied. The evidences of credit will be accepted by Minneapolis and St. Paul merchants at par so should materially relieve the money stringency.

Many of the national banks are fast taking out additional circulation; some have imported and others have engaged gold for importation, the total being in excess of \$50,000,000; clearing house certificates are already in use for the payment of balances between banks and may be put into general circulation and nearly everybody has taken to paying bills with checks, so that the prospects for our monetary affairs resuming a normal condition soon are improving daily. Confidence as well as money is rapidly increasing except in the neighborhood of the chronic pessimist, and he is shunned by both.

The market for foreign exchange is also improving, so there is to be no check to the strong foreign demand for our wheat and flour, which will prove a potent factor in sustaining prices.

Barley prices had so early on the crop rashly aped the balloonists methods it was but natural they should take a long fall the minute the market was deprived of confidence gas. The consumers have already bot much in excess of this year's

needs which together with their difficulty to get more money will check the demand at least until New Year's.

Flaxseed prices have not varied much altho the Duluth Board of Trade, the only exchange where flaxseed futures are traded in, was closed from Oct. 26 to Nov. 4.

For the present it would seem best for country elevator men to pursue a waiting policy. If they must buy grain buy it on a very wide margin. The coming week will surely bring marked improvement, and before the month is out grain prices will again be controlled more nearly by supply and demand.

NEEDED CHANGE IN INTERSTATE COMMERCE LAW.

The National Association of Railway Commissioners at its recent meeting in Washington, D. C., adopted a resolution which will receive the hearty indorsement of every shipper. At present the railways can put in force any rate they desire, but the commission will not take cognizance of it until it has received a formal complaint from sufferers.

In Canada, Mexico, Great Britain and other well regulated countries new schedules of rates can not be put in force until the Railway Commission has granted a permit, but in this country the Railroads can put in any rate they desire by giving thirty days notice and filing the schedule with the Interstate Commerce Commission.

The Railway Commissioners at their convention adopted a resolution which provides that "No increase of an interstate rate, or discontinuance of a rate effecting an increase, should be permitted without opportunity to protest being afforded, and upon hearing and determination as to reasonableness when objection is made, in advance of the new rate becoming effective."

Recently the railroads have filed schedules of rates which will bring about a marked increase in the freight bills of certain classes of shippers, but nothing can be done until the rates are put in force and then it may take months, perhaps years, to obtain action rescinding the rate. The fight of the National Hay Association against the great increase in the freight on hay by reason of placing it in a higher class is a fair instance of rate making without any consideration for the rights or interests of the shipper. This unreasonable change was made in defiance of the protests of the hay shippers of the country.

If the much desired change in the law is made shippers would be given a chance to show unreasonableness in a rate effecting their business. Shippers who have the interest of their business at heart will take up this matter with their representative in Congress and insist that the law be amended so as to permit shipper to protest and to prevent changes in rates until their reasonableness is passed upon by the Interstate Commerce Commission.

THE President of the Ohio Ass'n continues to champion the buying of clean grain only. He points out that buyers would meet less resistance from farmers now than when feed is commanding a lower price. Many millers and some grain dealers have long insisted on cleaning all small grain before weighing it, and most of the farmers have taken the screenings back home for their chickens. A good cleaner will pay for itself in a short time. Try it.

The Proposed B/L.

BY JOHN B. DAISH.

I am opposed to the so called "simple receipt" to serve as the bill of lading, as proposed by the National Industrial Traffic League and the representatives of several commercial organizations, October 14, 1907, except in so far as these people recommend a separate document for "order" shipments, in that recommendation I heartily concur.

My reasons for objecting to the proposed bill are:

First and chiefly it begs the question. It proposes that the property is to be transported and delivered "in accordance with the provisions of law." There can be little doubt what this means; it means the common law of the several States, the statute law of the several States and the judicial decisions by the several state Courts.

There is not a great difference in the common law of the several states. There is, however, a wide difference in the several state statutes on the subject of the bill of lading and the difference is wider still if the decisions of the court interpreting and construing these statutes be considered. The net results is that the laws of Ohio and Missouri,—or any other two states which one may mention,—are not in concord but in conflict. So, we have at least forty-five bills of lading, upon the same language, one for each state as the several states courts will interpret the document differently,—nay more, each court, *nisi prius*, appellate or supreme will interpret the document as it may be inclined to do.

Again it must be remembered that the Interstate Commerce Commission, before whom the present proceeding is pending probably does not have jurisdiction to prescribe a bill of lading. It can, of course, recommend a bill of lading, but it cannot compel the adoption of it. Whatever is done, must be done by way of compromise.

What is needed in the bill of lading matter,—and what was foremost in the minds of the representatives of the shippers and carriers, when it was agreed to appoint a committee to draft the document is, an agreement upon conditions, fair and reasonable for all parties; then a Federal statute making the law uniform for all interstate shipments hoping that the several states legislatures would enact the same law. Precedents are to be found in the Harter Act and the negotiable instrument and warehouse acts.

Let the interested parties meet the issue fairly and squarely. Do not transfer the burden to other shoulders. Let the statutes define rights and liabilities of parties to, or holders of, the bill of lading,—when it shall have been agreed, not what these duties are according to the Babel of laws and decisions of the several states, but those rights, duties and liabilities which in good conscience and business ought to be.

The "simple" contract looks simple, but will produce useless litigation with uncertain and varying results. Lawyers and traffic managers need these nuts to crack, but they are luxuries for the shipper and receiver. Let the mould be made by the shippers and carriers with the assistance of the Interstate Commerce Commission, then let Congress pass it into law; only by such means can uniformity, harmony and equity reign in the bill of lading matter.

Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write it now.]

CONDITIONS IMPROVING AT MILWAUKEE.

Grain Dealers Journal: We believe conditions have turned for the better and that they will steadily improve from this time on. At an early date the commission firms here realized the importance of checking sales on the part of farmers and discouraging shipments to our market, with the idea that by decreasing the volume of business to as low a point as possible a large volume of money would be released. The result has been that receipts have dwindled down to almost nothing and the shipments East are largely in excess of the arrivals, which means the balance of trade is now in our favor and the loans at our banks are being largely reduced.

We still think it a wise precaution on the part of country dealers either entirely to discourage sales by farmers until the financial situation is more favorable or, if they must buy, to take the grain on a very wide margin. Very truly yours, W. M. Bell, Milwaukee, Wis.

GOOD GRAIN BUSINESS ASSURED FOR PRESENT CROP.

Grain Dealers Journal: While there have been some large failures in the textile line, the percentage of commercial failures is extremely small in view of the stringent money conditions.

It would be mis-stating the case to charge to any one cause or to any one man or set of men the responsibility for the extraordinary conditions at present prevailing; that the progress of commercial life is marked by tidal ebb and flow is a matter of observation and scientific demonstration.

We have been on the top wave of prosperity, and no doubt the recession has begun.

High prices do not necessarily mean the acme of human happiness, neither do extremely low prices mean blue ruin, altho naturally the individual farmer gets more cash in hand from a large crop of good quality than a small crop of poor grain.

No doubt the culmination of easy times has been caused by a lack of confidence by banks and trust companies in many of the promoters of large operators in high finance, who have taken on larger loads than they can safely carry.

The contraction in loans, the hoarding of money, and the resulting scarcity of currency thus spreads to general business.

We talk with New England every morning by telephone, and we find it general among the grain trade that they have no reason to have any lack of confidence in the credit of their customers. Almost all have made money during the last few years, and are in a stronger condition financially than they have been for a long time. The present abnormal situation is entirely one of banking.

There is plenty of real property, but not enough of the circulating medium just

at present. This is a condition that should right itself before long.

While I believe that we will see during the next few years a decline in staple commodities, and the prices of labor, it seems very doubtful if we will experience anything but a good business in the grain trade for the present crop year.

Europe will need nearly one-half of her supplies of wheat and corn from America and we have the goods.

Already the large shipments of wheat are bringing back gold in payment for grain bills, and as soon as the new corn is in condition to move, we undoubtedly will witness a large demand from abroad for this cereal.

In my opinion, the Treasury Department should recognize the importance of the grain trade of America to the financial situation this year, and instead of depositing the surplus funds of the government all in New York, to protect speculative securities, they should adopt the plan of distributing the deposits in the important grain centers of the West, so that the crops may be handled and forwarded abroad with the greatest facility. Yours truly, Geo. F. Reed, Boston, Mass.

BEHOOVES TRADE TO ACT SLOWLY.

Grain Dealers Journal: The financial situation seems to be improving in this market. Our banks have undertaken to accommodate their clients on the currency proposition by issuing Clearing House Certificates. This is being used by all classes of trade as legal tender in the payment of bills. The people have taken kindly to the proposition and it looks to us as tho it would work to the satisfaction of all concerned.

In reference to the handling of grain will say we believe that it behooves the entire trade to act slowly in the movement of any kind of grain to market. Any large amount would necessarily tend toward lowering values as the trade is not in shape to finance any large proposition.

It would also be well for the trade to make all their drafts "No protest, payable on arrival of cars." This would be a great factor toward aiding the receiver to handle the grain to the best advantage. We are optimistic and are expecting better things in the near future altho the trade has had an awful rough road during the last three weeks and it will take some time to gain any great amount of confidence. Yours truly, The Gale Bros. Co., Cincinnati, O.

I believe December corn will sell at 55c; that the general average will be 10c a bushel higher than last year, which is equivalent to a 20% advance.—Capt. Rumsey.

Heinrich Vogt of the firm of Otto Vogt, Kunstmuehle, Cassel, Germany, is visiting St. Louis and other markets looking into wheat supplies for his mills, which grind a blend of country wheat, with American hard winter and Argentine wheat.

The grain bulls are on the run again. The theory that grain is cheap enough on account of the big decline has not proved profitable to investors. They apparently have been ignoring the financial conditions of the country, and until these conditions improve I don't see much good on the long side of the market. The Govt. report on corn for Oct. is 82. The percentage shows 13% less corn than last year with prices 24% higher.—M. E. Cooke.

Asked— Answered

*Readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealer is worth consulting.]

FORM FOR FILING CLAIM?

Grain Dealers Journal: Will the Journal please give a blank form for filing claims against the railroad companies?—E. P. Betts, Eagle, Neb.

Ans.: On a claim for overcharge in rate the tariff is the basis of settlement, and presentation of original B/L and paid expense bill is sufficient.

On a claim for shortage or damage an affidavit should be presented in the following form:

State of Nebraska,

County of Cass,

ss. John Blank, being duly sworn, deposes and says that on the 10th day of August, 1907, he loaded into car No. 45, 321, C. & O., 49,800 bus. of wheat; that the weights were carefully taken, the grain doors well secured and the car tightly coopered, with no sign of leakage; and that the car was billed to Blank & Blank, Chicago, Ill., via the Missouri Pacific Ry., bill of lading being issued in the name of the owners of the grain,.....

Subscribed and sworn to before me this 8th day of November, 1907.

.....(Notary's Signature)

WHEN DOES TITLE PASS TO GRAIN SOLD ON TRACK?

Grain Dealers Journal: In the Journal for Oct. 25 R. E. Cox asks, who owns the grain sold on a f. o. b. contract, after loading, the seller or the buyer? In reply I would say that the courts have decided uniformly that the grain belongs to the buyer as soon as loaded, the few decisions opposed having been based on special circumstances of each case.

Judge Graves of the Supreme Court of Kansas in the suit of Hurst v. Altamont Mfg. Co. said: "It is conceded that the letters f. o. b. are for brevity used instead of the words free on board. This language has been used in the transaction of commercial business many years, and has by general custom and usage among buyers, sellers and shippers, acquired a definite and specific meaning, which is well understood, of common knowledge, and of which courts will take judicial notice. The significance of this language, when standing alone, is so well established that it has been generally held that proof in support of such significance is unnecessary and improper." "The decisions are practically unanimous in holding that the words 'free on board' bind the seller to place the goods on board the cars free of expense to the buyer, also that the carrier is the bailee of the consignee, and that delivery to the carrier amounts to delivery to the buyer."

In the suit of Kramer Bros. of Wellington, Kan., against Hunter Bros. of St. Louis, Mo., on a f. o. b. contract, Chief Justice Johnston, of the Supreme Court of Kansas, said: "In the absence of a stipulation or of restrictions respecting the transfer of title, a sale of the property designed for shipment, and the delivery of the same to a carrier consigned to the purchaser, will ordinarily constitute a delivery to the purchaser, and operate to transfer the title to him."

In *Brewing Ass'n v. Nipp*, 6 Kansas

App. 736, it was held that "ordinarily a delivery of merchandise to the carrier is a delivery to the purchaser, but when the seller pays the freight the carrier is his agent, and the delivery is made at the place of its destination." This rule, that the one who pays the freight is the owner, is relied upon by many merchants to place the ownership.—L. X.

MILLING PRIVILEGE ON MIXED FEED?

Grain Dealers Journal: We have recently instigated suit for damages against the Southern Railway Co., at Knoxville, Tenn., for the withdrawal of a milling in transit privilege on a mixed feed which we manufactured, composed of different grain products.

This milling in transit arrangement has been in effect to us for five or six years. We are interested in knowing what valid milling in transit arrangement has been in effect at other points on grain products.

We do not mean on flour, meal and bran, but on mixed feeds, which may be composed of corn, oats, cotton seed meal, distillers grains, and other grain products. We should appreciate it if readers of the "Grain Journal" will advise us of any arrangement that they are familiar with.—Lewis & Adcock, Knoxville, Tenn.

Collapse of the Barley Market.

One of the most sensational slumps that the grain markets have experienced in many years occurred late in October in the American barley markets. In two weeks the price dropped 35 cents per bushel.

Maltsters make the barley market and the record high prices made the past fall have been due to their scramble for supplies. The unduly inflated price basis collapsed when the buyers ceased bidding against one another; and, as the advance had been unprecedented, so was the slump alarming.

It is a custom of brewers to make contracts with maltsters for their supply of malt months in advance, and the excited condition of the barley market has been due to the determination of maltsters not to be caught as they were on the 1906 crop, with no barley to fill sales of malt.

The barley crop of the United States was estimated by the government at 134,000,000 bus. in 1902, 132,000,000 bus. in 1903, 139,000,000 bus. in 1904, 137,000,000 bus. in 1905, and when the crop estimating board announced its figures for 1906 at 178,916,000 bus. everyone in the trade jumped at the conclusion that it was perfectly safe to contract both barley and malt for future delivery to the end of the season. To the surprise of buyers the expected heavy marketing did not take place last spring, and there ensued a wild scramble among malting companies to fill their contracts.

When the government, on Oct. 9, announced its estimate of 147,192,000 bus. for the 1907 crop, a reduction of 31,000,000 bus., maltsters grabbed all the barley in sight, sending buyers out into the country, Milwaukee maltsters sending agents as far as Oregon and Washington to contract for barley.

Remarkably fine weather for harvesting and threshing in Minnesota and the Dakotas early in October led growers to take the utmost advantage of the high prices prevailing by rushing their barley to market. On Nov. 1, growers in Southern Minnesota west of the Omaha road had marketed 76% of the crop and farmers in South Dakota had sold 79.4%, as re-

ported by J. J. Quinn, sec'y. of the Tri-State Grain Dealers Ass'n.

A great deal of the depression must be ascribed to the financial stringency, for the lowest prices came when the money panic was at its worst. One barley specialist stated that he was bid \$1 per bu. for choice barley delivered February, while spot barley sold Oct. 28 at 85c. In general, the futures did not drop so far as the cash grain, tho many shippers who had been fortunate in selling to arrive could have bot in on the break at nearly 30 cents profit.

Many shippers were caught with cars in transit, and consigned, with no hedges out. The drop was so extreme that in some cases the carload did not sell for enuf to pay the amount of the draft, giving the terminal market receiver a most unpleasant experience.

Foreign markets did not follow the break in America. Mark Lane quoted barley steady, and but 6d per quarter lower on Oct. 29 than on Oct. 22. The Liverpool Corn Trade News quoted the five options, Nov., Dec. at 26s 4½d, against 26s 7½d a week earlier, and London parcels of Azoff-Black Sea were 25s, against 25s 6d on Oct. 22.

Even at the decline growers are not suffering. In 1894-5 barley sold at Blue Earth, Minn., at 12 cents per bus., and during the middle of October this year the Pfeffer Elevator Co. of that place shipped out several cars of barley for which 90 and 92 cents was paid the farmer.

In accounting for the net loss of \$357,603 on its business for the year ending Aug. 31, 1907. Pres. Chas. A. Stadler, of the American Malting Co., said: "The business of the company was conducted on the basis of the government report estimating a barley crop for 1906 of 178,916,000 bus., about 40,000,000 in excess of any crop ever raised. Relying on these figures, the company pursued the usual custom of the entire malting trade in making contracts with customers in the autumn for the ensuing season's requirements. When barley seemed to be coming to market slowly it was concluded by

the trade committee that delay in shipments had been caused by shortage of cars. It was therefore decided to wait until spring, believing that barley to cover the balance of the company's requirements could then be obtained at a much lower price. That this expectation failed of realization is now a matter of record."

The chart herewith gives the range each day from Oct. 12 to Nov. 8 of fair to good malting barley at Chicago as reported by the *Trade Bulletin*. Barley of this grade which commanded \$1.03 to \$1.07 on Oct. 15 fell to 68 and 74 cfts Oct. 28. The market was holding very steady around the top prices, no one apparently having the slightest suspicion of the storm that was brewing.

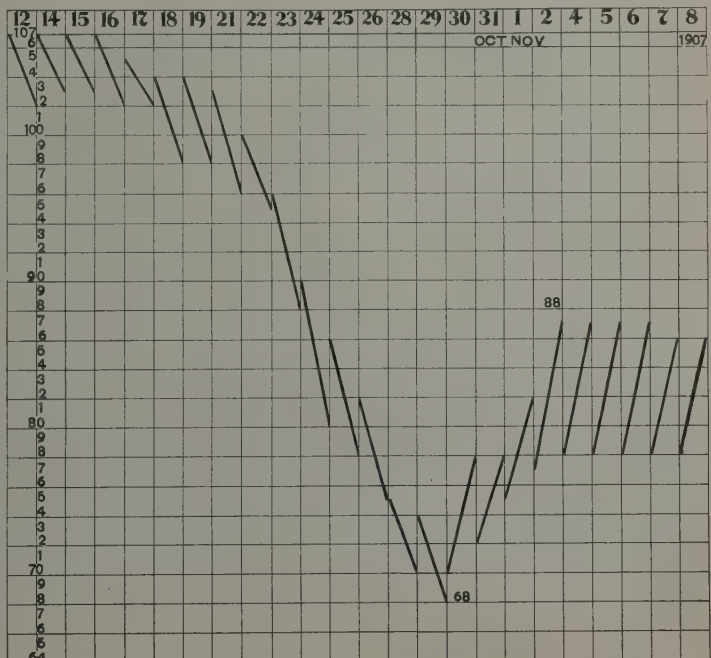
As shown in the chart, prices declined steadily under the heavy marketings until Oct. 22. Maltsters then began to drop out of the market for the cash grain, as they were getting good deliveries on previous purchases. Low grade barley became a drag on the market, and on Oct. 23 prices fairly struck the toboggan slide, and on the following Monday, Oct. 28, the "bottom dropped out."

On Oct. 15 choice to fancy malting barley was quoted at \$1.08 to \$1.10, low grade malting at 95c to \$1, feed at 85c to 95c, and screenings at 45c to 76c. On Oct. 29 these grades had fallen to 75c and 78c for choice to fancy, 58c to 65c for low grade malting, 50c to 58c for feed and 40c to 58c for screenings.

A recovery of 10 to 15 cents per bushel has followed close on the heels of the depression, but during the past week the market has remained barely steady on a smaller volume of business.

Shipments from the country have fallen off, growers having parted with most of the crop and the price being less attractive. The statistical situation remains strong, however, and it seems that the future of the market depends on the financial outlook.

Four to six weeks will be required to take care of the barley purchases already made, and even now brewers and maltsters would be eager buyers for barley had they the money to pay for it.



FALL MEETING OF OHIO GRAIN DEALERS ASS'N

The regular fall meeting of the Ohio Grain Dealers Ass'n was called to order in Chittenden Hotel, Columbus, Friday, Nov. 8, by President A. B. Beverstock, who introduced the Hon. D. C. Badger, Mayor of Columbus, who extended a cordial welcome to the visitors and in pleasing terms told them to ask for or help themselves to anything they wanted. Governor A. L. Harris made an address in which he said:

We need the grain dealers and know they perform a useful service for society. As a farmer I have lost some and made some money by holding my grain for a higher price, but I believe the farmer would be much better off if he would sell when his grain is ready to market. [Applause.]

One year we could not get sacks so we were compelled to hold our wheat. Mr. Leiter came along, raised the price and we got a material advance but I prayed that good fortune would not induce me to change my practice of selling early. I prefer that the grain dealer should speculate on the rise in value.

I used to think the grain dealers often took too wide a margin, but after the Industrial Commission appointed by authority of Congress was issued I was relieved of that impression.

There would be no trouble in the money market if we all had confidence. The farmers are not alarmed. They know the country is prosperous. They are not drawing their money from the banks and surely there is no occasion for it.

Congress will soon convene and I feel certain it will take steps to give some measure of prompt relief. The republican congressmen of Ohio will meet in this city to-day to consider the matter.

The grain dealers of my section are complaining of their inability to obtain cars and no doubt are greatly handicapped. The Railroad Commission will try to treat all interests fairly but your ass'n should keep working for better car service.

The dealers of the Western part of the state complain more this year of receiving cars in bad condition and unfit to load grain than ever. It would seem that the carrier should furnish good cars, bear the expense of putting them in condition or the loss due to their use.

Some of the dealers complain of the inspection at Toledo. Either the dealers do not understand the rules or the terminal grading is not right. I think an effort should be made to remedy this. I believe the U. S. Government could promote the grain interests by establishing standard grades, especially of wheat. It may be that our local dealers have tried to get too much No. 3 wheat in their cars to gain admission to No. 2.

I am glad to be permitted to meet with this progressive organization of enterprising merchants. [Applause.]

H. S. Grimes: In responding to the Mayor and Gov. Harris I wish to express my amazement at the Governor's knowledge of the grain business.

I am especially pleased to hear the optimistic remarks of the Governor on the financial situation. We have had five good crops and the country is prosperous. The clouds are fast passing over the sun. The flurry will soon be forgotten. Do not be alarmed.

President Beverstock read the following paper:

The President's Address.

It is highly gratifying to see this splendid gathering of representative dealers in grain. Not only the representation from our own state, but the gentlemen from other states, who are no doubt promoting their business by being with us today. It is an acknowledgement of the fact that our condition is benefited by cooperation. Our acquaintance and frequent association is the best means of eliminating the selfishness of competition; and of making us realize that our competitors are not half as bad fellows as we thought them to be.

We must bear in mind that an organization of this kind is exactly what we make it. I have said before that some dealers come to these meetings for the purpose of discovering some of the undiscoverable secrets of grain speculation; and when they do not find them are disappointed and indifferent. To any who may be laboring under such a delusion, we can say that your condition will be greatly benefited by a better understanding of the fundamental principles of the grain trade.

I have seen men grow old in this business without accomplishing anything after a long period of mental and physical labor. I have studied these cases for my own benefit, and in nearly every instance it has been a case of refusal to cooperate with neighboring dealers; and a spirit of trying to get even with the other fellow. Speculation has caused some to fall by the wayside; incompetency as well; but I have never known of a failure where the dealer paid only such prices for grain as it was actually worth to insure a profit. Men who had the mental and moral stamina to say NO when the farmer insisted upon dictating prices and quality; and who could not allow a small gain that was out of condition to be driven past his warehouse without having "heart failure."

The initial handling of grain is more profitable than any other branch of the trade; such as milling, track-buying, terminal handling and exporting. It therefore behooves us to remedy the minor troubles that are dissipating our profits, for if we do, I feel confident that the greater evils will take care of themselves.

Clean Grain: The previous administration was conspicuous for its effort to promote the uniform grading of grain, and if this administration is to be conspicuous for anything, it should be for disseminating the gospel of buying only clean grain. Now is the accepted time to make this crusade, as farmers will make slight resistance when the system is inaugurated, especially now when the price of feed is so very high. I refer to the plan of cleaning all wheat that comes to the warehouse, paying only for the cleaned, and allowing the farmer to take home the screenings. When feed is low and wheat of a low test, any other plan of handling is suicidal. Those of you who have adopted this plan need no repentance, but when it is realized that about 85% of the dealers in Ohio are not cleaning their wheat before purchasing, it warrants the establishment of a propaganda for disseminating the merits of this system.

Fifty years ago nearly every farmer in the country had a fanning mill, and never thought of marketing his grain unless it was thoroughly cleaned. Why should we allow this change to be backward instead of forward? It shows that we are retrograding instead of keeping up with or taking a step ahead of our fathers of fifty years ago.

Times are changing, conditions are different, and the grain business must keep pace. This is a freak year with nearly everything that is handled by the average grain dealer in the country are different, conditions in the cities are different. The monetary situation demands our most careful thought and consideration. The consuming population of the U. S. has increased 24% over the producing population in a period of two years. We are told that this country cannot afford to part with more than 75 million bushels of wheat from this crop, and at the same time the records show that nearly 60 millions in wheat and flour were exported to Nov. 1st, 1907. Statements of this kind are ambiguous, and the truth should be insisted upon for the proper regulation of our business.

Our principal discussion today is to be the corn crop, which is of the greatest importance. It is worth to this country about 1 1/4 billion dollars. It is equal to 2/3 of all our exports. Its value is twice the world's annual output of gold and silver. If the annual crop could be put into bushel baskets touching each other it would encircle the globe nearly a dozen times.

The Hon. Harlow Higginbotham said at the opening of the Chicago Corn Show that the corn crop of the U. S. for ten years would buy all of the gold at least in the world for the last 400 years; and 80% of that corn grows within a day's ride of the city of Chicago.

I have outlined our work and topics for discussion. I want all to realize that this is your meeting, and that you should express your opinions on matters pertaining to the betterment of our conditions as freely as if you were at your own place of business.

Fred Mayer, chairman of the Agricultural Station Comite read the following report:

Report on Experiment Stations Work.

Having been requested by Director Thorne to pay a visit to the Experiment Station at Wooster, three of your committee, Messrs. Grimes, Robinson and myself together with President Beverstock visited the Station on Oct. 22nd.

In doing so it was necessary for some of us to travel quite a distance and for all to arise at 4:30 in the morning to enable us to catch a train out of Mansfield and get to Wooster early in the day. I only mention the getting up time, gentlemen, so that you will know that at least some of this Ass'n believe in the saying that "the early bird catches the worm." We didn't catch the worm, but we did catch a lot of interesting things at the Experiment Station, so many in fact that we urge all members and any resident of this state to pay a visit there.

We were met by Director Thorne and Professor Williams and with the aid of a good team of horses were driven over the larger part of the grounds.

There are 470 acres devoted to the work, and the manner of planting, growing, gathering and testing the various grains, grasses and fruits is certainly very interesting and bound to bring about good results.

We, as grain dealers, get our revenue from the number of bushels of grain we handle; the more we handle the better our business, and if by these tests and by the results given to farmers larger and better crops can be produced in Ohio, surely the work is of benefit not only to ourselves but to the farmer and every resident of the state.

At this station certain varieties of wheat, corn and oats are proven to be inferior to others, both as to yield and quality, with the result that the experiment is made public and the farmer urged to discontinue sowing or planting that particular kind, and when good results are obtained that good variety is recommended.

One interesting feature was the difference in results from plots where some had or had not been fertilized or tilled, or where the same crop had been raised for many years. Of course you all know the results of such.

The Station, while doing excellent work, can accomplish more. Take in the matter of wheat testing: The various varieties are tested as to their yielding qualities, but the test then ends, and it is the wish of Director Thorne, Professor Williams and others that an appropriation be made so that they can go to a mill or flouring mill to be followed by baking tests. That would determine whether certain varieties of wheat even though they yielded well, were preferable for milling. As they carry their corn tests so far as to determine the feeding qualities of certain varieties why should they not do the same with wheat?

They also suggest operating two or four representative corn farms in the Corn Belt of the state, but as Professor Williams is with us, he will explain the proposition.

As Chairman of the Agricultural Experiment Station Committee, I urge each member to pay a visit to the Station. I also ask you to encourage the work there by talking about it with your farmer friends and to the gentlemen who represent you in the Legislature.

Proper appropriations must be made every year, and I for one believe the money so spent is well spent, and if you agree with me I ask you to take out the memorandum book and make a note of this report and also what Professor Williams

has said and do all you can along the lines suggested.

H. S. Grimes: As a member of the same comite I wish to say that Mr. Mayer neglected to say we arose from chairs that early in the morning. We feared if we went to bed we might not get up.

We were surprised and dumbfounded at the extensive experiments being conducted at the Wooster Experiment Station.

We learned to our amazement that altho there is a Comite on Agri. in the state legislature, never has any member of the Com'ite visited the Experiment Station to learn of its work or its needs. How can we expect them to do their duty to the state?

I feel that every dealer in grain shud visit this farm even if you do find it necessary to sit up all night to get there.

Talk to your farmer friends about the farm and its work. Let us help to secure for it the much needed appropriations.

O. P. Gothlin of the Ohio Railroad Commission read the following paper:

Ohio's Railroad Law Amendments Needed

Kindly allow me first to express the appreciation I feel of the honor you have conferred upon me in according me this opportunity of addressing you. The Railroad Commission of Ohio has now been in being something more than a year and it is meet that the servant should give an account of his stewardship.

The question of car supply, I take it, interests this gathering more than any other phase of the transportation question. Car supply is a difficult matter to deal with. The Ohio statute relating to the providing of equipment reads:

"Every railroad shall, within its power so to do, and upon reasonable notice, furnish suitable cars to any and all persons who may apply therefor, for the transportation of any and all kinds of freight in carload lots. In case of insufficiency of cars at any time to meet all requirements, such cars as are available shall be distributed among the several applicants therefor in proportion to their respective immediate requirements without discrimination between shippers or competitive or non-competitive places; provided preference may be given to shipments of live stock and perishable property."

This statute is weak—Note the phrase "when within its power so to do." That might be interpreted as not requiring a railway to furnish any cars at all, if it had none to furnish. Under the section I have just read the only complaint that could be made by a shipper would be of discrimination. The Commission however, hold that under common law a carrier is bound to provide facilities adequate to meet all reasonable demands. Assuming that this is the correct theory, what can be done to require carriers to provide facilities? Last Winter the commission consulted with the Atty Gen'l and it was decided that proceedings in Quo Warranto was the line of action most likely to produce results. Accordingly, on complaint of the Commission, three railroads were summoned by the Atty Gen'l to show cause why proceedings in Quo Warranto should not be instituted against them. The Ashland & Western promised to purchase at once twenty-four new standard box cars. The M. C. C. added 192 coal cars to its equipment. The D. T. & I. made promises that induced the complainants to ask that its case be held in abeyance.

While it would not be reasonable to expect every railway to have at all times, equipment to satisfy all demands, there is in my mind no question but that carriers generally have been negligent, grossly negligent, in the matter of providing equipment and facilities.

The annually recurring car famine is due entirely to car shortage. A greater cause of short car supply is found I believe in slow handling, which itself results from insufficient trackage. Too many railroads are trying to do a double track business on a single track line. Too much time is lost on sidings, and at congested terminals. While reports evince an effort to catch up by an increase of freight car equipment, the same is not true as to trackage. During the year ending June 30, 1905, the railroads of the United States increased their freight car equipment by 40,000 cars, and during the year ending June 30, 1906, by 116,000. The number of freight cars ordered from builders in 1905 was 341,000; in 1906 310,000. But the greater the numbers of cars the greater the congestion, if there be no adequate increase in trackage.

In my opinion, gentlemen, it is time for vigorous action. The public for ten years has suffered from an almost continuous car famine. Who can estimate the loss? Transportation is the artery of commerce. Congestion of transportation means business paralysis. What is the use of raising crops you cannot market? What is the use of manufacturing if you cannot reach the customer with your product? Where

is the producer or shipper who has not had his profits lessened by reason of inadequate transportation facilities?

What an absurd situation when the producer has wares to sell that the customer is anxious to buy and pay for, and yet a gulf as wide as that between Lazarus and Dives prevents their coming together—a gulf that should not be there and is there because the carriers have not lived up to their obligations.

Don't blame the operating officials. As a rule they are doing all they can with the facilities afforded them. It is the financial management that is in fault.

Weakness of Wertz Law.—But enough on that subject. I wish now to intrude on your time long enough to call your attention to some weaknesses in the law under which the R. R. Com. of Ohio is working. Generally speaking our law is a copy of the Wisconsin law; but some important provisions of that law were omitted when the Ohio law was enacted. The Wisconsin law has three sub-sections to Section 14—Ohio law but one.

These sub-sections confer upon the Wisconsin Commission the power to require joint rates and to adjust the divisions. It goes without saying that the same authority should be lodged in the Ohio Commission. So long as local rates only can be regulated we are handicapped. The sum of two local rates reasonable in themselves will usually make an unreasonably high through rate. Further, if a rate between two points located on different lines be made up by adding together the rates to and from a junction, neither shipper nor receiver has opportunity to determine what the through rate is; because it will be filed at neither shipping point or destination; whereas, a through rate will be filed at both points.

Claims: Section 31 of the Ohio Commission Act confers upon the Commission authority to investigate claims that have not been acted upon within ninety days from date of filing, and to incorporate in a special report, result of such investigation." Practically this amounts to no authority at all. Contrast this with Section 16 of the Inter-State Commerce Act, which reads:

"If after a hearing on a complaint the Commission shall determine that the party complainant is entitled to an award of damages under the provisions of this act for a violation thereof, the Commission shall make an order, directing the carrier to pay to the complainant the sum to which he is entitled on or before a day named."

A provision somewhat similar to this incorporated in the Ohio law, would in my opinion greatly enhance the usefulness of the Commission. There are few things



Some of the Dealers in Attendance at Fall Meeting of Ohio Grain Dealers Ass'n.

incident to the relationship of carrier and shipper that causes so much friction as claims. If a claim is made, it should be speedily adjusted; if unjust promptly declined. A few carriers settle claims promptly. Many of them delay settlement unduly and delays are irritating.

While on this subject let me call your attention to the fact that Sec. 244-35 Ohio Statutes allow a claim for double the amount of damages sustained by a patron by reason of any unlawful act of a common carrier; and that section 3376 authorizes a claim for double the amount of an overcharge.

Stability of rates: In some of the states the carriers are not allowed to change rates or classification except upon authority of the Commission. That is if a railway desires (in Minnesota for instance) to change an intra-state rate, it must first appeal to the Commission and obtain authority. This makes for the stability of rates. We hear a great deal as to the flexibility of rates but what is more to be desired is stability. If the carriers must have the approval of an unbiased, conservative tribunal before changes can be made, the whole system of rates within the State will in time become a stable, uniform schedule, instead of the chaotic, unsystematic mess as they now are. I believe it would be in the interest of the public to confer this authority on the Ohio Commission.

Allow me to recapitulate. My suggestions are that the legislature be asked to enact at the next session legislation:—

Giving the Commission authority to require joint rates;

Giving the Commission authority to fix divisions;

Giving the Commission authority to adjudicate claims.

Forbidding common carriers to change rates, except by authority from the Commission.

Requiring railways to redeem unused tickets.

You gentlemen are men of influence. If you believe that it would be in the interest of public welfare that what I have suggested be done, you can do much toward the attainment of that end.

C. M. Myers: I would like to know if Hartman's new traction line can charge the unreasonable rates in the tariff filed with the commission?

O. P. Gothlin: I do not know of the tariff you refer to, but we would have no authority to take any action unless the tariff were challenged by a shipper.

A. E. Clutter: In distributing cars shud the railroad take into consideration the ability of applicants to load promptly and the number of cars wanted?

O. P. Gothlin: The question wud probably necessitate carriers investigating the orders held by the would-be shippers. An effort shud be made to deal justly with all interests.

E. W. Seeds: I move that Mr. Gothlin's suggestions of interest to the grain trade be referred to a special comite of 5 or 7 to take up the work of securing the legislation needed to strengthen the state's railroad law.

H. S. Grimes: I believe we shud have a smaller comite to co-operate with like com'ites from organization of shippers in other lines of trade.

Mr. Seeds motion was carried.

John F. Courcier, Sec'y of the Nat'l Ass'n read the resolution adopted by the Ass'n at Cincinnati in regard to leaky car reports. I have learned that these reports are now being made by Minnesota, Peoria, St. Louis, Omaha, Cincinnati and Memphis in addition to those mentioned in the resolution.

The confirmation blank adopted at Cincinnati was also presented by Mr. Courcier and showed that objection to it on account of the rules of the ass'n governing it were not well founded.

On Oct. 15 the Ass'n was represented before the Interstate Comin by counsel and ex-pres, England, and we are now committed to the support of what is known as the Cormack amendment of the Hepburn law.

I beg that you will familiarize yourself with the trade rules of the Ass'n and take advantage of the benefits of arbitration. Urge your competitors to join your ass'n. The terminal receivers are recognizing more and more the advantage of doing business with members of ass'ns.

Part of the confirmation blank adopted at Cincinnati meeting was omitted. So you shud understand that Rule 28 of the Ass'n also bears on the contract. It is as follows:

Rule 28. OFF GRADES: It shall be the duty of receivers, track buyers, and distributors of grain on regular market terms, either to apply off grade grain on contract at ruling market difference on day of arrival, or if such grain be unmerchantable, to notify the seller by wire of the condition of the grain, stating whether unloaded or still on track, whereupon it shall be the duty of the seller receiving such notice to wire disposition at once. Off grade grain sold for account of shipper shall not apply on contract.

J. S. Dewey: I think that is not right. Very frequently the shipper has not new or additional grain to fill his contract. I think that it gives all the advantage to the receiver.

E. W. Seeds: I think that Mr. Dewey misunderstands the rule. I believe that any of the established grades should and would be accepted at the market difference. Rejected or grain of no established grade wud not be applicable on the contract.

H. S. Grimes: The original resolution as adopted at the Cincinnati meeting provided that all grain shud be applied on contracts at the market difference.

H. L. Goemann: The Nat'l Ass'n rules are designed only to cover the terminal markets. Unmerchantable grain, such as a hot car of corn shud not be forced on anyone. If I have a particular trade I can not fill my orders with off-grade stuff. When it comes to an interior point who can tell what is the grade of grain or what it is worth?

J. F. Courcier: If rule 28 is construed to mean that all grain not up to contract grade shall be applied on contract at market difference, it affords an opportunity for unscrupulous shippers to forward a lot of off-grade grain purposely in order to get out of filling contract on a rising market. Such construction would drive all dealers in distributing territory out of the ass'n.

Adjourned for dinner.

Afternoon Session.

President Beverstock started the afternoon session by calling upon Fred Mayer, who read the following paper:

Contracting Grain from the Farmer.

Some time ago your worthy president asked me to talk about something serious at this meeting. He claims I am seldom serious and don't know of anything more serious than the subject of contracting grain by shippers from the farmer. Excuse me if I wear a serious expression while reading this paper, but I want to satisfy your president that I can be serious if I feel like it.

Contracts are contracts. Some are bound by a money consideration, others are simply upon honor. I am not a country shipper, and do no business with farmers, but I believe that a contract between a shipper and a farmer is usually made without any money consideration. The farmer is an honorable business man, and so are you shippers, but for the most part, as made are not lived up to, and the fellow that usually backs out or does not fulfill his contract is the farmer.

Contracting grain before it is harvested does not pay; at least I don't believe it does. As a rule it makes no money for the shipper, but for the farmer shiner, but quite frequently it does make enemies of both and many times heavy losses to the shipper. Why you shippers should buy

the farmer's grain before it is harvested is more than I know. I don't see what advantage is gained. The grain is there and is going to be sold by the farmer some day, and either you or your neighbor will get it.

During the past season thousands of dollars were lost by shippers because of contracting oats from the farmer, the shipper in turn selling them to dealers in the various markets. Later when the crop turned out much shorter than the farmer anticipated, and the market scored a big advance, many a shipper had to pay the difference in price on the oats he actually got and the amount he sold. I want to tell you that many grain shippers not alone in Ohio but in other states suffered heavy losses, and I hope it will cure them of the contracting habit. If it did not it surely should.

The farmer may be honest when he contracts say 2,000 bu. of oats, but if he finds he has not raised 2,000 bu., why shouldn't he be made to pay the difference in the price, if any, on the shortage?

On top of all the trouble the farmer causes the shipper by not bringing in as many oats as he sold, the broker in the market has in turn sold an equal amount, and he has trouble with his man; and in fact, there is hell to pay all along the line.

Then again when you contract grain from the farmer and sell it for a certain shipment, you take the chance of a car shortage and having your sale bot in at a loss.

As a receiver in a terminal market I don't know that anything is to be gained by this contracting business, and there is much to lose. Am I right?

C. F. Williams, Prof. of Agronomy of the State Agri. Experiment Station in the course of an address, said they were conducting extensive experiments in hope of being able to give the farmers reliable information on The Best Grain to Select for Seed.

Many farmers are growing corn which does not mature. By careful selection of well matured grain for seed each year the farmers can in the course of four or five years develop seed well suited to his wants and it will mature.

Weight should be given consideration and by watching this point the yield will be materially increased.

Shape of ear is not so essential as some seem to think. Our experiments have convinced us the well filled tip is not so important as some other points. We are well pleased with the tapering ears.

In our plant breeding we plant selected seed from choice ears under like conditions and get yields of wide variation.

At our station we can not expect to grow seed corn for distant sections. If the state Legislature would help us to the establishment of corn breeding farms in different sections of the state we can help all the farmers to better seed corn.

If we had a model mill at the station we cud do more practical work in the development of seed wheat suited to the production of a maximum amount of flour and bread.

We have about 1,000 farmers in the state co-operating with us in the development of better wheat and oats. We also have two county poor farms co-operating with us in Warren and Clinton counties. We have supplied them with good seed and keep in touch with their work.

I believe that you could help to bring about the development of better seed if you would induce the poor farm of your county to take up this work.

Some farmers after reading of the large yields secured in Illinois and Iowa, have shipped in seed from those states, but this was not what they needed; soil, atmosphere, environment are lacking.

Fred Mayer presented the following resolution which was adopted:

Endorse Experiment Station Work.
RESOLVED: That the Ohio Grain

Dealers' Ass'n. acting upon the suggestions of its committee. Experiment Station work which has recently investigated the work and plans of the Ohio Station, do urge the General Assembly of Ohio at its coming session to give our Experiment Station liberal support in all its departments, and especially the work in fertility and cereal soils. We would endorse the following propositions of the Station:

To secure an Assistant in milling and baking, together with the necessary equipment for the study of the milling and baking qualities of the varieties of wheat grown in Ohio, as well as the improved strains which it is now developing.

To establish special corn breeding and testing work upon two to four representative corn farms in different sections of the Ohio corn belt, and

To erect a suitable fireproof store and work house for plant breeding operations.

RESOLVED: That a copy of this Resolution be sent to each member of the Legislature to the Press of Columbus and the various Grain Dealers Journals.

E. W. Seeds read the following paper:

Drying and Shipping Corn.

The increasing amount of damaged corn in the markets the last few years and the heavy losses caused thereby, makes the question of proper maturity and drying of corn of quite a little importance. No class of men are so much interested in this as the shipper, for by far the largest part of such losses falls on him, altho the receiver is by no means immune.

What is the remedy? First we must find where the fault is if we are to apply an effective remedy. We have the result and that is deplorable enough, in financial loss, nerve racking worry and in many cases, no doubt sleeplessness. May I assert, what I believe, the great first cause or fault is with the country shipper or receiver of grain from the farmer and that the effective remedy is also almost wholly in his hands?

For years the Ohio shipper has been willing to receive corn just as damp and full of moisture, and of just as poor quality as he thot it possible to get into some market without getting hot. He has even taken grain that he knew involved very great risk and almost certain loss for fear his competitor might get it. What does this have a tendency to do in the first instance? Don't it encourage his farmers to sell him just as much water in the shape of excessive moisture in the corn as possible.

Water is the cheapest commodity I know of except atmosphere, and the supply is usually so abundant that it is not necessary either to buy it or pay transportation charges on it. Now as excess moisture don't add anything to the feeding qualities of the grain. Why should the consumer buy it at a high price when he can furnish any quantity of it at home at no cost? Let us figure a little. If new corn containing 22% of moisture, and you have been buying lots of this in other years, is worth 50c, corn containing 15% is worth for feeding purposes $\frac{3}{4}$ c more or $\frac{5}{8}$ c per bu., and this without any consideration of the great risk of damage to the moist grain in shipping.

If you are willing to buy water in this way at 50c per bu., why should not your farmer friend sell it to you? He'll surely do it and make a nice profit. Further, you encourage him to grow a large variety of corn that will not properly mature, because he gets more bushels of grain (and water) which you are willing to buy at a good price.

If you want to find the best wheat in Ohio, marketed in good condition, as a rule, you will go into the section where there are the most good mills and particular millers. There the farmers try to produce and sell the quality of grain the miller wants. So it is everywhere, the farmer will try to produce what he has a market for and will pay him best. Careless dealers make careless farmers as a rule and the reverse is the rare exception.

The remedy is with the shipper. Will you apply it? Now the very best place to dry corn to shipping condition is in the farmer's open work crib, which is not too wide and so arranged that it gets plenty of air all thru. Large piles of immature corn will not dry out in wide roofless cribs or in large dumps where there is little circulation of air, as many persons know to their cost from the experiences of the past year.

Corn should be thoroly cleaned and all fine stuff taken out of it always before shipment. Running it thru the ordinary cleaning machinery of an elevator will re-

duce the moisture but very little, scarcely perceptible. The process is too rapid. Even passing the grain thru a stack forty feet high, filled with perforated steel shelves and having a strong blast entering at the bottom, will not take out more than one to one and one-half per cent of moisture on an average, and the result is entirely dependent on the condition of the atmosphere. In very damp or rainy weather one gets no result at all.

Kiln dried corn: This brings us down to the kiln-dried grain, with which we have yet had little experience, but hope to demonstrate in the near future what we can do with it. However from what we now know of the matter, we do not believe that it is the best or even a practical thing for the country elevator. First, it is an expensive process and I do not believe the dealer can buy the excessively moist corn from the farmer at a sufficient discount to warrant him in kiln drying it.

As noted above, there is a difference from loss in weight of $\frac{3}{4}$ c per bu. if 7% of moisture is removed, besides the cost of operating the plant, etc., so it would seem that the best and safest plan is to refuse corn that is not in safe shipping condition. This will not only prevent present loss but its influence will have the same tendency to improve your corn crop, that the action of the miller above referred to, has on the quality of the wheat offered him.

If your farmer finds no market for his immature, damp, corn this year, except at a big discount, under the price paid his neighbor for good corn, he will take some measure that he thinks will enable him to have as good grain as his neighbor. The thing that hurts him most is not the difference in the amount of money he gets, but the fact that his grain was discounted and the neighbors taken at full price. On the other hand if he can sell poor quality damp corn at the same price the neighbor gets next his good grain, he congratulates himself that he is the shrewder of the two and neighbor Jones is foolish for being so particular with his grain.

If every shipper would provide himself with an accurate apparatus for testing the moisture in grain and demonstrate to his customer just what he is offering in that particular, I believe he would find it a great educational feature, not only for the farmer, but himself as well. While moisture is a large factor, it is not everything. Quality, degree of maturity, dirt and damaged grains, must be taken into the account. Well matured, sound grain will carry safely with a much larger percent of moisture than immature or unsound grain.

Now, gentlemen, I can only repeat the assertion made at the beginning of this paper, the effective remedy for this difficulty is in your hands as shippers, and the trade must rely on your good business judgment to enforce it. If you will do this we will quickly get back the reputation Ohio corn had for quality fifteen years ago.

C. E. Groce: The only thing for dealers to do is to hold off on new corn until it is in fit condition. I do not think Scioto Valley corn can be handled with safety until Dec. 1.

J. E. Gebhardt, Versailles: Our farmers have been growing different varieties of corn. Some of it is very late and I doubt if it will be in condition to handle before Christmas. We have the usual yield.

J. E. Wells, Quincy: Our corn is not fit to crib and I doubt if it will be safe to handle it before the holidays. Our corn is so soft it looks just as seed corn used to look after we had soaked it.

Wm. Green, Paulding, was detained at home on account of illness, but sent a letter of regrets and kind regards in which he wrote,

Beg to say that the corn crop of Paulding and adjoining counties is much below an average, on account of too much rain early in the season. Some corn is well matured but some is not, and if we allow the good corn to come in early, the poor will follow. The result will be a lot of bad corn mixed with the good in spite of the most rigid carefulness on the part of the dealer. And no matter

how cheap you buy the poor stuff it will net a loss.

My suggestion is, that we all hold off as long as possible before buying, and let the raiser stand the shrinkage which will be heavy this year on account of excessive moisture.

R. G. Calvert, Selma: Our corn will not be safe to handle until Christmas. We have a good crop so far as quantity is concerned, but it will take some good weather to place it in condition.

J. W. Simmons: Our corn is in a variety of conditions. We are trying to keep it off until the first of the year. Maybe weather conditions will change and improve the corn.

L. Schunck: I have been working against the production of mixed corn and encouraged the farmers to grow pure varieties.

C. T. Pierce: At a meeting in Van Wert this week we decided not to buy until Nov. 15, altho some are now buying. I bot some for local feed trade and picked it over with the result that we found just $\frac{1}{4}$ of it would not do to ship in the ear. The seed corn special has reduced the amount of mixed corn grown in our vicinity.

John McDonald: In the vicinity of Washington C. H. corn is a full month late. We have no soft corn and no damaged corn. We expect to commence to take in new corn about the 15th.

Willis Jones, Mt. Sterling: I think our corn will be fit to handle about Dec. 1, but I may be mistaken. It is very green and dries very slowly. We have a good crop.

T. W. Baum, Duval: We have hung a lot of corn in our office and weighed it occasionally and found that it has shrunk just 50%.

O. T. Roszell, Troy: I do not think new corn can be handled with safety until the first of the year. Our yield is up to the average but we need good weather to dry it out. It will spoil even in farmers' cribs.

C. M. Myers, Lockburne: On Oct. 28 we took samples from a field and kept it in a room with a temperature of 65° during the day. We weighed it again yesterday and found it had shrunk 25%.

We found that the cobs constituted 17 $\frac{3}{4}$ % of another sample.

Mr. Myers exhibited a number of samples of corn of different varieties and told what percentage of moisture each contained. In closing he said:

If my neighbor desires to buy corn before it can be handled with safety, he can have all the corn. I will keep my money in the bank, it will not spoil there.

D. S. Cook, Basil: We made some experiments with new corn. We took 2,685 lbs. of ear corn and got 2,038 lbs. of shelled corn. From this we got 1,191 lbs. of dried bolted meal and 102 lbs. of dried bran.

We have a Corn Growers' League in our section and one of its members was fortunate enuf to capture four prizes at the Chicago Corn Show.

H. S. Grimes: If we have three weeks of cold windy weather all of you will change your minds and go to handling new corn.

I think the Scioto Valley has the largest crop of corn in years, but it contains much moisture and altho it may freeze up it will thaw out. None can shell and place new corn in bins except with danger of heating.

A. E. Clutter, Lima: I notice that when horses attempt to eat new corn they

crush the cobs. I believe corn is not safe to shell until the corn is dry enuf to shell freely.

Wes Hardman, Cable: Our very best corn country has a smali crop and it's light, it's green. Unless we have very favorable weather we will not handle new corn until Dec. 15. We have not over $\frac{1}{4}$ of a crop.

T. B. Marshall, Kirkwood: We have but two kinds of corn in our section—bad and indifferent. The farmers think it will not be fit to handle until Jan. 1. Just as sure as any of it is placed in bins it will heat in 48 hrs. We do not expect to handle new corn before the latter part of Dec.

Freezing weather does not dry anything. Freeze corn and let it stay froze a week. Then thaw it and you will find it contains as much moisture as before.

H. Allen, Troy: During the entire growing period of corn we had a rain nearly every week, hence we can not expect it to dry out quickly.

Coming along this morning I saw corn piled in large piles on the ground. Look out for such corn, it will make you trouble.

Chas. England, Baltimore: Your program shows you expect reports on conditions from different markets.

I believe Sec'y Cortelyou could tell you more about it than any of us. I saw a letter from him in which he said he thought the worst is over, but he advised confidence and conservatism.

The man who becomes seriously ill must be given only a little nourishment each day as he approaches recovery. The dose being increased gradually. At present confidence seems to be recuperating.

For the first time in the history of this country foreign exchange could not be sold in our eastern markets at any price. You can realize the condition when our exporters were so handicapped. Not much grain was moving abroad but large amounts of cotton exchange was out.

Conditions are improving. I think if the grain trade will just rest a couple of weeks we will all be better off. We need confidence.

Conditions of cars complained of here today prompts me to tell you that our Chamber of Commerce thru its Weighing Dept. has absolute control of the unloading and weighing of grain. About 60% of the cars now arriving in Baltimore are in bad order. They also find seals have been tampered with. One car arrived yesterday with seal of shipper on one door and a Wabash seal on the other. What is the inference?

I think if you will use private seals numbered consecutively and they are not on your car when load arrives in Baltimore you can readily collect for any shortage from the carrier. These seals can be obtained for about \$1.25 per thousand.

E. H. Culver, Toledo: I am sorry our Governor is misinformed on Toledo inspection. He overlooks the many new markets now drawing on the surplus fields of the West. That accounts for the reduction in Toledo receipts.

The trouble here is the farmers are trying to grow large corn instead of good corn. We try to treat all right. Any change in our rules has been submitted to you before any action by our Directors. We can not pass mow-burnt or musty wheat as No. 2.

We must stand between the millers and shippers.

Any dealer who wants to know how much moisture is in his corn can shell

it, place it in a glass jar, seal it hermetically and ship it to me. In 36 to 48 hrs. I will test it and report the exact percentage free of charge.

H. M. Allen, Troy: Do you recognize that we are growing away from the old theory that "competition is the life of trade"? I was greatly impressed by the remarks of Chairman Knapp at the Cincinnati meeting on the theory that co-operation should promote common trade interest.

Come to the Millers Ass'n meeting at Canton on the 12 and 13. All grain dealers will be welcome.

President Beverstock: I want all to commence now to boom our annual meeting at Cedar Point the first week of next July.

Adjourned.

Convention Notes.

Attendance was large.

Discussions were spirited.

Enuf meat for a three day session.

Several times the bridegroom wore real blushes.

Samples of excellent new corn were exhibited by C. M. Myers.

Pittsburg was represented by R. A. Sheets, with R. S. McCague.

Chas. J. Buchele, Bluffton, was the only dealer from Indiana.

F. E. Watkins, representing the Cleveland Grain Company, was present from Cleveland.

The secretary presented no report. Well, to tell the truth, he has been too busy in the matrimonial line.

Baltimore was represented by Chas. England, of Chas. England & Co., and D. Yulee Huyett, with Louis Müller Co.

We have no authority to adjust claims against carriers, but in several cases we have secured a settlement.—O. P. Gothlin.

J. F. Zahm & Co.'s Mayer gave each one present a "Let's get acquainted" identification tag.

Harry W. Robinson was there, but somewhat under the weather. His host of friends wish him full and speedy recovery.

Manufacturing concerns were represented by B. D. Heck, The Philip Smith Mfg. Co.; J. L. Van Riper, Standard Mfg. Co.; A. S. Garman, Huntley Mfg. Co.

The Seeds Grain and Hay Co. distributed a vest pocket note book in which was printed the assurance that the company furnishes its shippers with accurate weights and careful inspection.

A. S. Garman, in behalf of the Huntley Mfg. Co., presented his friends a neat watch fob. Upon the fob was engraved a picture of the historic battleship Monitor which is the trade mark of the company.

Those from Toledo were: E. H. Culver, Chief Insp.; J. F. Courcier, Sec'y Gr. Dir's National Ass'n; Fred Mayer, Pres. Produce Exchange; H. L. Goemann, of the Goemann Grn. Co.; W. W. Cummings, J. J. Coon Grain Co.; H. R. De Vore, H. W. DeVore & Co.

Among the Ohio dealers in attendance were L. C. Allinger, Jackson Center; H. M. & Horace Allen, Troy; L. H. Bisel, Ashley; J. W. Burk, Springfield; C. L. Behymer, Rockford; A. B. Beverstock, Lexington; H. O. Barnthouse, Raymond; C. P. Bauman, Canal Winchester; A. C. Brown, St. Paris; A. Beatley, Kings Creek, C. D. Barnthouse, Agosta; C. F. Barnthouse, Upper Sandusky; R. G. Calvert, Selma, A. E. Clutter, Lima; G. W. Clark, Lexington; J. W. Channell, Melvin; A. H. Cratty, Cooks Station; R. Dunlap, Alger; J. L. Doering, Antwerp; E. M. Fullington, Milford Center; J. S. Dewey, Blanche; H. S. Grimes, Portsmouth; H.

W. Gidding, Milledgeville; C. E. Groce, Circleville; J. O. Gooding, Lewis Center; Wes Hardman, Cable; P. H. Harsha, Portsmouth; H. S. and Wm. Heffner, Circleville; C. B. Jenkins, Marion; Harry Kress, Piqua; A. E. Loofbourrow, Erie; C. E. Lloyd, Washington C. H.; Geo. Leggett, Magrew; M. W. Miller, Piqua; T. B. Marshall, Kirkwood; J. McDonald, Washington C. H.; C. M. Meyers, Lockbourne; C. V. Nelson, Mansfield; F. H. Owen, Marion; A. V. Perrill, Sabina; W. H. Persinger, Sidney; C. T. Pierce, Van Wert; C. S. Pierce, Union City; G. N. Perrill, Bowersville; C. Rhonemus, Reeceville; H. W. Robinson, Green Springs; C. F. Rife, Circleville; J. C. Spurrier, Marysville; M. A. Silver, W. Jefferson; W. T. Snyder, Kenton; J. W. Simmons, Pemberton; C. H. Tingley, Greenville; C. C. Tagert, Plain City; W. P. Tanner, Mansfield; Joe and C. M. Wolcott, Conover; C. A. Williams, Kent; J. E. Wells, Quincy.

Abbreviations in the Grain Trade.

Abbreviations in speech and writing began, soon after man forsook his arboreal habits and restricted locomotion to his hind legs. (This is according to Natural History.) Therefore, since he first ejaculated "Ee-Yah" and kindred sounds to make himself understood, at the same time emphasizing by gesture with his front feet which in the evolution of man and time, became known as hands, humanity has been abbreviating language. Scholars of literature complain of a dearth of words, to express certain emotions or describe some phenomena, but the average business man cuts some words in two, in order that time may be saved which in this generation is synonymous with money.

Telegraphic codes are essentially money savers, tho one purpose of the code is secrecy. In the case of the code however there are few abbreviations of words commonly known in the grain trade, the purpose being to abbreviate phrases.

In the grain pits, especially Chicago, Kansas City, St. Louis and Minneapolis where hundreds of men frantically buy and sell millions of bushels of grain, shouting at the top of their voices, while wildly gesticulating, giving the uninitiated an impression that after all man has not changed very much during the thousands of years of evolution, words have been largely displaced by signs with the fingers, with the exception of September, which has been shortened to Sep and December frequently to Dec. The yelling in the pit is mostly to attract attention, for vast quantities of grain are bought and sold with scarcely an intelligible word being spoken.

The Commercial News Department Code, better known as the C. N. D. Code of the W. U. T. Co. greatly facilitates the buying and selling of grain by wire. It might be called the alphabet code as letters of the alphabet are used to designate words. For instance wheat is W, Corn C, Oats O, Official Receipts yesterday B, Jan. F, Feb. G, Mar. H, Apr. J, May K, June M, July N, Aug. Q, Sep. U, Oct. V, Nov. X, Dec. Z, Year & Cash D. These are official abbreviations of the company.

Such common abbreviations as B/L Bill Lading; F. O. B. Free on Board, E. & O. E. Errors & Omissions Excepted; Del. Delivered; C. L. Car Lots, need no explanation.

There has been some question regarding "C. I. F." or "C. A. F." which means Charges Insurance & Freight. That is, where

a grain dealer sells grain if he means to convey the impression to the buyer that he will see that it reaches destination safely, insurance and freight paid, thus relieving the purchaser of all trouble concerning the grain.

Nearly every terminal market has a series of abbreviations which become known thru usage as for instance C. W. O. for Chicago Weights Only. N. G. has become well known for "No Grade" altho there are some markets that would like to see it eliminated from the Inspectors vocabulary.

Aside from the customary abbreviations of the days, months, and states here are a few abbreviations that the grain dealer may use, and in case of dispute Webster's Dictionary may be relied upon to back up their use.

Ea. each; acct. account; agt. agent; an in the year; ans. answer; B. K. bank; bls. bales; B. O. buyers option; bus. bushel; C. O. D. cash or collect on delivery; C. W. O. cash with order; e. e. errors excepted; h. e. that is or this is; I. O. U. I owe you money; n. d. no date; O. K. all correct; per an, by the year; per cent, by the hundred; rpt. report; R. S. V. P. answer if you please; S. O. sellers option.

There there are a few signs that assist the dealer who wishes to use abbreviations such as \$, %, %, B/L all of which are well known and constantly used.

The card bid of any commission firm often has on it the following abbreviations, meaning: P. & S. Purchase and Sale; P. & C. Puts and Calls; P. B. Proportional Billing; P. R. Proportional Rate and other well known terms heretofore mentioned.

Not all of these are recorded in Noah's

book but common usage has made them official.

Philadelphia's Com'l Exchange.

The Philadelphia Bourse is not the largest but undoubtedly it is the longest grain exchange in the world. By this the Journal does not mean to infer that all the dealers are physically tall, nor that commercially they are "long" on the market, but the actual distance from end to end of the exchange, one of which is shown in illustration, is a good city block. Any member walking back and forth between the markers' board and Sec'y Logan's office half a dozen times traverses half a mile, so that any member who is addicted to the perambulating habit may gratify it.

When the members moved into the Bourse building about eleven years ago a number of them began to suffer with rheumatism, so the room comite, thinking it was on account of the stone floor, ordered a double board floor placed on the stones at a cost of several hundred dollars. But rheumatism still reigned. It was finally concluded that the long walks the members were unconsciously taking were responsible for the aching bones.

One particular feature of the Bourse is the movable blackboards. Instead of being stationary they are fitted with weights and may be moved up and down like a window. This does away with the customary ladder of the marker, and when the boards are shoved high they may be plainly seen the entire length of the room.

Some members of the Philadelphia Exchange have been affiliated with the

Bourse for half a century and can almost trace their ancestry back to Wm. Penn. E. L. Rogers is one of them. He remembers when Philadelphia boats were loaded for export by hand. The grain was carried from the storage warehouses and dumped into boats from a half bushel measure. In those days it took a week to load 25,000 bus. which was considered an immense cargo. Now the Quaker City has four large export elevators and several private elevators to handle the grain.

The Bourse is situated in a richly historical part of Philadelphia. Only a short distance away is Independence Hall, where the first Continental Congress was assembled and the first Supreme Court held its sessions. A block away in another direction Benjamin Franklin is buried beneath a moldering moss covered slab in a cemetery walled with French brick many years before the Revolution. Such environment probably has affected Philadelphia grain men for they are a patriotic aggregation, loyal to their market and each other.

Philadelphia has no *pit* but a *ring*. By this we do not mean to imply that all the grain men are "bulls in the ring" for the market is blessed with a number of chronic bears. Instead of gathering in a pit as in some other terminal markets and making their trades, they congregate around a brass ring directly back of President King who is shown in the illustration, sitting in a chair. Neither are they noisy and boisterous in Philadelphia. Instead of concentrating their energies in their throat all surplus is needed in the legs because of the length of the floor as heretofore mentioned.



Some of the Members of the Commercial Exchange, Philadelphia.

Fall Meeting Miami Valley Grain Dealers' Association

The Annual Fall meeting of the Miami Valley Grain Dealers Ass'n was held in Hotel Norval, Lima, O., Thursday afternoon, Oct. 31, from three to six o'clock. The purpose of the meeting as previously announced by Sec'y M. W. Miller was to discuss the new-corn situation. There were many deviations from the subject as the meeting progressed, and any grain dealer with a word for the good of the Ass'n was listened to with interest.

Pres. Simmons called the meeting to order by reading a telegram from Fred Mayer as follows:

Too damn busy holding these markets up so can't get down. I do hope you will have a big, fine meeting.—Fred Mayer.

Also a letter from J. W. McCord was read expressing "regret" on account of his inability to be present and urging the dealers to attend the Columbus meeting.

Sec'y Miller then read the minutes of Dayton meeting. Treas. C. N. Adlard reported as follows:

Treasurer's Report.

Balance cash on hand June meeting, \$267.02
Received from Secretary \$412.00

Total \$679.02
Disbursements on orders signed by president and secretary 117.47

Cash on hand to date, October 31, '07 \$294.55
C. N. Adlard, Treas.

E. T. Custenborder moved that the report be adopted as read. Motion carried.

Sec'y Miller read his report to wit:

Secretary's Report.

We have come together once more for our sixth annual fall meeting as The Miami Valley Grain Dealers Ass'n, once more to greet each other and further cement the bonds of friendship, which have existed among us to a greater extent since the organization of our Ass'n six years ago, than would ever be the case had we met before that time. We hope at this meeting today, by exchanging ideas and discussing the problems which confront us in a friendly, harmonious way, to adopt such plans as individual dealers as will best serve our interests as grain dealers.

The subject of greatest interest to a gathering of Grain Dealers at this season of the year, is of course NEW CORN, and to discuss New Corn thoroly, and thru this discussion, by gaining as thoroly a knowledge of the quality and condition of the coming crop as possible put ourselves in the best position to handle the crop profitably should be the prime object of this meeting.

With the present financial unrest thruout the country, at a time when the large Eastern buyers are afraid to make bids, and when they do make them, advise their shippers to make drafts only on arrival of cars, when the banks thruout the country refuse to make loans to carry the grain, and knowing to start with that the crop has been a month late all thru its growth, it seems to me that the wise thing for the dealers to do at this meeting is to take action postponing the handling of New Corn to a much later date than ever before, and then for every dealer present to abide by that action, and use his best endeavors to get those not present to do the same. I believe that such a plan strictly adhered to will make money for every dealer in our territory. To carry this out it will be necessary for each dealer to make up his mind that it makes no difference if Smith, and Jones and Brown do experiment with explosives by handling New Corn too soon, he individually will not do so until he knows that he is safe, and he will be the winner in the end.

As your secretary, I want to call the attention of the dealers present to the lack of support given the Ass'n in the matter of the payment of the yearly dues.

There are in the territory covered by the Ass'n 67 firms engaged in operating grain elevators, who have at different times been affiliated with our Ass'n. Since our annual meeting at Dayton in June 35 firms out of the 67 have paid the yearly dues of \$5.00 while 32 of the 67 have not paid them. Two of these 32 firms have advised me that they did not care to continue their membership, the other 30 have paid no attention whatever to the calls sent to them requesting a remittance. With a majority of the 30 I feel sure that if matter has been simply laid aside and overlooked, but some of the dealers in our territory seem to have the idea that when the Ass'n abandoned the sending out of market prices, the only object of membership was gone.

Those who feel this way certainly have a mistaken idea of what good an Ass'n will do. There is no one who is in the business who can afford to stay out of an Ass'n for the paltry amount of the yearly dues, even if he should get no other benefit than that of being able to meet his competitor with that friendly feeling which is engendered at such meetings as these.

And where the dealers in a locality will keep on friendly terms through their Ass'n membership, is it not a fact that they will among themselves solve the price problem with little more trouble or friction than when the Ass'n was sending out a card.

In addition to all this there are very many occasions when the dealers, by having the necessary funds on hand at the proper time can save the dealers many dollars by prompt action involving the expenditure of a little money.

A notable instance of this was when by being able to send a representative to Chicago with representatives from other Ass'ns to meet the traffic officials last spring, our Ass'n assisted in having the raise in railroad rates postponed 30 days, saving money for every dealer in the business at that time, as all had large stocks of grain to be shipped. On several occasions a condition has arisen which the Ass'n by having the funds has been able to take advantage of greatly to the benefit of not only the dealers who pay but also of those who do not.

These things are not possible unless the Ass'n dues are paid, and I know that there is no dealer in our territory that is not willing to pay his full share for such benefits as these, and I trust the representative of each firm here today will ascertain before leaving whether his firm has paid their dues or not and if not see to it that it is attended to at once.

Report was adopted as read.

E. T. Custenborder followed the Secretary with an oration on the loaning of bags. He said:

Progress of Sack Proposition.

To discontinue the loaning of sacks was one of the principal objects of the organizers of The Ohio Grain Dealers Ass'n, of which this organization is a branch and from its inception thirty years ago, until the present time, I do not believe there has been a meeting of its members that the sack question has not been more or less prominent. The sack proposition has had many obstacles cast in its way during its thirty years of more or less checkered career; but I am more than pleased to note that much progress has been made, especially during the last few years.

I think the present conditions warrant us in feeling that success will in the near future crown our efforts, as almost if not all the other organizations of the State have discontinued the custom of loaning sacks in their respective territories, to the satisfaction of both dealer and patron, neither of whom would think of going back to the old way. This, I think, should give us sufficient encouragement to, at least, give the proposition a fair trial, especially when we consider the almost useless, senseless expenditure of a large amount of our hard earned money each year for grain sacks to be furnished free to our patrons who do not sufficiently appreciate

the favor shown them by us, even to take proper care of and return our property, as we all know they do not, since many of our sacks are rendered almost worthless by careless users and a much larger number are not returned at all.

Another important feature is in keeping account of our sacks, or rather, in trying to keep account of them, so as to be able to accommodate the greatest number of our patrons with the fewest number of sacks. This alone causes us an endless amount of needless work, time and worry, for ourselves and our employes.

Mr. President: We have here a petition to the members of this Ass'n, whereby we all agree to discontinue the loaning of sacks to our patrons, which bears the signature of a large majority our members and we think should be signed by all. Every dealer in Shelby County has signed this petition except one and it has not been presented to him yet. I hope the nine dealers in Auglaize County who have not signed it, will do so today.

In closing, I will say that if there is a dealer here who has not signed this petition, one who thinks we are under obligations to, or should, for any reason, continue to furnish our unappreciative patrons with costly sacks, in which to deliver their grain, (often to our competitors), I sincerely hope he will favor us with his opinions on this very important subject.

Those of us who favor this movement are doing so conscientiously, earnestly believing that it is to our best interest to do so. We will gladly listen to any member who will endeavor to show us wherein we are in error, or why we should continue this pernicious custom.

Discussion was then centered on the new corn proposition.

Horace Allen: I think the new corn question is a hot proposition and I don't know how to handle it. Corn in our section is well nigh perfect, however, but it is late. The Central Miami County yield will be big. There will be considerable delay in buying corn this year for it will be some time before it will be safe to handle it. Regardless of what our neighbors do we don't buy until it is safe to ship, and then we will only ship in the ear until the first of January. We will even forego that if the dealers come to any agreement about handling it. You'll have hot corn on your hands if you attempt early shipment. I must say, however, that our corn is in excellent shape.

Elmer Sheets: Auglaize county corn is much later than last year and it is not drying out well. We are not taking in new corn and don't expect to before at least the middle of December. Most farmers claim the corn is as good as last year.

J. E. Wells: In Logan county I haven't been out among the farmers and what I know is in a general way. Corn is fairly good altho very green. It will not be ready to handle for at least a month later than last year. It must have time to dry or the grain dealers will go up against a car load of dynamite sure. Not only will the cars be busted but we'll go busted. Certainly, in consideration of the present financial situation it is not safe to handle it until the first of next year. The farmers are making preparations to crib their corn and I think if we keep away from it we will do ourselves and the farmers a whole lot of good.

John Duncan, Champaign county: Think the corn in our county is as good or better than last year. It is late and green and how soon we can ship will depend upon the weather.

E. T. Custenborder: What has been said in regard to corn in other counties will apply to Shelby.

John Duncan: There is one thing more about this corn. There is lots of it lying in the field; the farmers say they want to let it dry out, but I think it is the worst case of management the

farmers have ever been guilty of. It may dry out a little on the outside but the cob absorbs a whole lot of moisture. I think it is a pernicious practice the farmers are guilty of and needs to be severely condemned. The corn is sure to get hot because the germ is not dry. After the germ shrinks there is not much danger of it getting hot. When the germ is plump and green, look out!

T. B. Marshall: What I have to say is along the same line. It was very significant to me when some of my eastern friends told me that when husking their corn a short time ago the side of the wagon against which they threw the corn was wet. It was only about 3 weeks ago that some of our corn was in roasting ears. I believe this will be the worst crop to handle we have ever seen.

C. N. Adlard: I think you are all over cautious. I have seen a number of samples and they all look good to me. You will have to admit it is ripe, so it ought to be ready to handle in three weeks. I believe the latter part of November or the first of December will be plenty late.

O. T. Roszell: Adlard's talk reminds me of what I heard him say a few years ago about robbing the farmer. He started to buy new corn at 40c but he got a few hot cars on his hands, then he was ready to put corn down to 30c, robbing the farmer out of 10c per bushel.

C. N. Adlard: You know we forget about those things.

Joe Coppock: I am in favor of just letting Adlard go; he'll run up against something. I think Jan. 1 soon enough to handle new corn but I believe every man should be his own judge about it.

I will begin when I think it is right regardless of what the other fellow says.

John Meyers: If there is anybody here who knows when to buy new corn I wish he would stand up. (Nobody stood). In '85 I filled a crib with corn which was a year just like this. I want to say to you the corn wasn't fit to handle until the first of May. As long as the hearts of the corn are swelled it is not safe to handle. Unless it continues warm and dry from this on I believe this will be one of the worst years with one of the best crops we have ever seen in Ohio, to handle. All of us will buy corn before May, but if it gets caught in a warm spell it will be to our sorrow.

L. C. Allinger: Sheets and Paul always take in corn before we do. I am not in favor of taking it in before it is in shape to handle. Dealers about us at Santa Fe, Lake View and other places have been paying too much for corn.

Geo. Stephenson: We are deviating from corn talk but I have had experiences similar to the brothers. My competitor and I found we had been losing trade to the neighboring towns so we put up the price. Now I wish I had stayed in the rear. (Laughter). I have more 50c oats on hand than I like. It is best not to do it. We may lose trade but we'll be winners in the long run. We should be men and treat each other in a professional spirit. Let's treat each other as we would like to be treated and we'll get along all right.

W. H. Persinger: I believe the purpose of this Ass'n is not to make prices but to make better men of us. We paid two prices for grain until recently. The dealers at Degraf have been paying too

much. Don't spend all the money we have made. Let's get together and handle this new crop of corn at a profit when the time comes.

E. C. Nutt: I fully concur in all that has been said by the sec'y and others for the good of the Ass'n. Those who have been blaming the Ass'n for abuses in the trade remind me of the Irishman let down in a well to clean it but he became frightened and yelled to those who had lowered him, "Pull me up at once be jabbers, or I'll cut the rope." I believe the man who wants to break up the Ass'n wants to do the same thing.

Collection of Dues.

The collection of dues has been worrying the Sec'y considerably, as less than half of the 67 members had paid the annual \$5 assessment. After a long discussion as to the proper method of collection Horace Allen made the following motion: *I move* that dues be collected by sight draft after a ten days' notice has been sent to the dealers.

E. T. Custenborder: I am in favor of the president appointing a comite in each county to go round and see the members.

Mr. Allen's motion was then voted upon and lost.

E. T. Custenborder: *I move* that a comite of two in each county be appointed by the president to solicit dues from delinquent and non-members. Motion prevailed.

Lending Bags.

John Duncan chairman of the Bag Loaning Comite turned in his report which showed that all members of the Ass'n had signed the agreement drawn at Dayton and previously reported in these columns, not to loan sacks after Jan. 1, '08, except one in Shelby county, 9 in Auglaize, 4 in Logan, and 6 in Champaign. Maimi county had not yet been canvassed.

T. B. Marshall: The farmers expect us to quit loaning bags and if we don't they'll stick their fingers to their nose and say "you can't do it" if we don't.

Pres. Simmons: The report shows that 50 out of 67 dealers have signed the agreement who are members of the Ass'n. The farmers expect this pernicious custom to be abandoned and we should do also.

E. C. Nutt: If Wes Hardman don't quit at Cable we are going to quit any way.

As the meeting had been in session at this time very nearly three hours some of the dealers began to leave, but they were called to order by the president and O. T. Roszell made the following motion: *I move* that January 1 be fixed as a time for handling new corn. If the weather is favorable and it looks like it could be handled sooner let the dealers notify the governing comite and they will thru the Sec'y notify dealers that buying may begin. Motion was carried by a rising vote.

After a short series of desultory talks the meeting adjourned.

Convention Notes.

Cigars were furnished by the Ass'n. Water by the hostelry.

On account of the rain quite a number of the dealers were unable to attend the meeting in their automobiles.

At the close of the meeting those dealers who were disposed to remain at the hotel for supper were cordially invited to do so.

A pamphlet published by the Weighing Dept. of the Chicago Board of Trade entitled, Cloth, An Insurance Against Leak-

A Few of the Dealers at Lima, October 31.



Lay of the Last Oats Slump.

Some grain dealers met in a meeting to talk
O'er their troubles; the subject was corn.
The Farmers were husking; the Banks
were a busting.
Because we need money reform.

New corn was discussed in grandiloquent
tones.

They "resolve" they would not touch a
pound.

Till New Years or later; it wouldn't be
paid for.

Unless it was "Reasonably" sound.

The corn proposition and financial plight,
Was dismissed by the grain dealers votes,

While unto the gloaming discussion was
roaming.

One subject not mentioned was oats.

Fifty cents, the price that a number had
paid,

Per the bushel, to load up their bins,
They had outbid their neighbor; the farm-

ers to favor.

The slump,—and they pay for their sins.

The moral is left for the reader to form,
Naughty boys,—when they're caught in

a trick,
Keep still so that papa will think that he

ought to

Be easy when wielding the stick.

age was distributed by J. E. Wells & Co.

Much plain talk was indulged in. Some of it entirely too plain to print in the Grain Dealers Journal. Readers of the Journal whose competitors attended the meeting might ask them about the stories of John Duncan and M. W. Miller.

NEW CORN was ostensibly the subject of the meeting. Fifty cent oats was a more touching subject, however. It was too sacred to be openly mentioned in the meeting but where two or three dealers were gathered together, their voices subdued in genuine sympathy, you were safe in assuming the subject was OATS.

Ohio dealers present were: C. N. Adlard, Piqua; Horace Allen, Troy; E. L. Allton, Swanders; L. C. Allinger, Jackson Center; Geo. Allinger, Sidney; A. D. Behymer, Rockford; A. C. Brown with McMorran Bros., St. Paris; O. W. Cook, Pemberton; E. T. Custerbender with J. E. Wells & Co., Sidney; Joe Coppoch, Fletcher; John Duncan, St. Paris; E. M. Dull, Celina; L. Finkenbin, Anna; C. H. Gin and Geo. Gunther, Houston; A. G. T. Gahman, Cairo; G. A. Hirsch, Buckland Mfg. Co., Buckland; C. B. Herr, Troy; J. C. Johnston, Lewistown; H. W. Kress, Piqua; T. B. Marshall, Kirkwood; John Meyers, Pleasant Hill; M. W. Miller, Piqua; E. C. Nutt, Sidney; W. H. Persinger with J. E. Wells & Co., Sidney; O. T. Roszell, Troy; E. F. Reichelderfer, Cridersville; E. S. Sheets, Botkins; J. W. Simmons, Pemberton; Geo. Stephenson, Rosewood; K. B. Seeds, Columbus; Wm. Taylor, Botkins; J. E. Wells, Quincy; G. O. Weimer, Rosewood; Joe Wolcott, Conover.

New Committees, National Hay Ass'n.

Arbitration: E. M. Wasmuth, Roanoke, Ind.; F. D. Voris, Neoga, Ill.; J. W. Beatty, Philadelphia, Pa.; E. A. Dillenbeck, New York, N. Y.; Joseph Timmons, Kenton, O.

Legislation: Col. E. L. Rogers, Philadelphia, Pa.; E. C. Forest, Saginaw, Mich.; D. L. Lease, Waterloo, Ind.; C. A. Burks, Decatur, Ill.; Willis Bullock, Canajoharie, N. Y.

Interstate Commerce: H. S. Grimes, Portsmouth, O.; F. L. Young, Lansing, Mich.; J. W. Sale, Bluffton, Ind.; H. G. Morgan, Pittsburg, Pa.; B. A. Dean, Auburn, N. Y.

Terminal Facilities: Chas. Carscallen, Jersey City; Geo. A. Root, Cincinnati, O.; G. S. Blakeslee, Chicago, Ill.; R. E. Austin, Pittsburg, Pa.; Cyrus Bates, Boston, Mass.

Transportation: Geo. S. Loftus, St. Paul, Minn.; Chas. Englund, Baltimore, Md.; A. E. Clutter, Lima, O.; A. A. Hanks, Jersey City, N. J.; Henry Ruttle, Carsonville, Mich.

Demurrage and Reciprocal Demurrage: C. S. Bash, Ft. Wayne, Ind.; C. L. Curless, Blanchester, O.; Byrd Douglass, Nashville, Tenn.; C. A. Coleman, Savannah, N. Y.; W. C. Bloomingdale, Townley, N. J.

Grades: Geo. T. McComb, Lockport, N. Y.; J. W. Ellis, Cincinnati, O.; J. W. Pew, Montpelier, O.; M. D. Frank, Reading, Mich.; E. W. Bertholf, Jersey City, N. J.

Standard Bales: A. T. Weaver, Chicago, Ill.; F. A. Silngerland, New York, N. Y.; M. Clark, Ft. Recovery, O.; Chas. Woldhan, Birch Run, Mich.; E. D. Rundell, Towanda, Pa.

Cipher Code: S. T. Beveridge, Richmond, Va.; J. B. Carter, Chicago, Ill.; J. B. McCreary, Watkins, N. Y.; Harry Kress, Piqua, O.; J. R. Fangbner, Jr., Fremont, O.

Quotations: W. R. Mumford, Chicago, Ill.; S. S. Anderson, Boston, Mass.; C. F. Squire, Philadelphia, Pa.; A. F. Leonhardt, New Orleans, La.; John Wade, Memphis, Tenn.

Statistics: Maurice Nelzer, Monroeville, Ind.; P. J. Thompson, Plankton, O.; F. E. Nowlin, Albion, Mich.; N. A. Fuller, New York City; J. A. Spencer, Dwight, Ill.

Joint Committee Grain & Hay Association: Chas. J. Austin, New York, N. Y.; J. A. Heath, Lenox, Mich.; J. M. Carmer, Auburn, Ind.

Committee on Arbitration and Investigation of Rules: J. W. McCord, Columbus, O.; C. S. Caywood, Weedsport, N. Y.; J. T. Clendenin, Baltimore, Md.

Grain Carriers

The car famine east of Buffalo is the worst on record.

The Mexican government has granted the railroads a 12% increase in freight rates.

The Omaha road has opened its extension of 18 miles from Newcastle to Wynot, Neb.

The National Rivers and Harbors Congress will be held at Washington, D. C., Dec. 4, 5 and 6.

Surveys have been made by the C., B. & Q. for a line from Frannie, Wyo., to Fromberg, Mont., 35 miles.

Lake vessels went begging for cargoes of grain last week, shippers being unable to finance the movement.

The car shortage in the Northwest this season has not reached the stage where grain is piled in temporary open bins on the ground, as last year.

The Dominion government has had 5 dredges at work the past summer deepening the river at Fort William to 22 ft. and widening the stream at bends.

The Iowa & Northwestern has sold \$6,000,000 bonds and will begin construction at once between Waterloo and Stanwood, Ia., 103 miles, thru Independence and Anamosa.

Switching rates on grain was the subject of several hearings held recently at Kansas City by Commissioners Harlan and Clark on complaint of the Lanning & Harris Grain Co.

One steamer has been doing a good business carrying grain from Chamberlain, S. D., to Sioux City, Ia., and it is planned to operate a line of boats in the Missouri River grain trade.

Rates on rough rice from points in Arkansas to New Orleans are involved in a complaint made by the New Orleans Board of Trade against the Texas & Pacific and St. Louis Southwestern.

The steamer Lyra was recently chartered at \$7.75 to load barley at Portland, Ore., for New York. This unusual

movement is due to the high prices for the grain on the eastern seaboard.

The Interstate Commerce Commission will hold hearings Nov. 11 at Enid, Okla., on complaints filed by the Oklahoma Mill Co., Kingfisher Mill & Elevator Co., A. T. Haines, and Ocheltree Grain Co.

Geo. E. Thompson, routing clerk of the B. & O. R. R., is alleged to have diverted and sold cars loaded with grain for the seaboard. He has been caught at Minneapolis and will be taken to Ohio for trial.

Work will soon begin on the Chicago, Indianapolis & Evansville at Petersburg, Ind., and the line between Evansville and the White River is first to be completed. The road will extend to Hammond, Ind., 324 miles.

Car shortages trouble shippers in other parts of the world as well as in the United States. In one small area of Chile, South America, 896,000 bales of hay were awaiting transportation to market, while the carriers could take but 15,000 daily.

A \$330,000 fine for rebating was imposed upon the Santa Fe Ry. by the United States District Court at Los Angeles, Cal., Nov. 7. The road was convicted on 66 counts of granting rebates on shipments from Nelson, Ariz., to Los Angeles.

September traffic on the great lakes aggregated 11,342,565 net tons; compared with 10,807,772 tons during September, 1906, as reported by the Dept. of Commerce and Labor. Wheat shipments were 7,185,000 bus.; against 5,879,000 bus. in September, 1906.

Grain doors are being turned out by the Pigeon River Lumber Co., of Port Arthur, at the rate of 500 per day, for the Canadian Pacific Ry., which has contracted for thousands of doors. North Dakota shippers would like to see a few new doors on roads south of the line.

A vessel arriving light at Fort William, under charter from Cleveland was detained 4 days unable to load because the owners of the wheat could not pay for it and the bank would not let it be loaded until paid for. For the same reason another boat had to leave Fort William light and load at Duluth.

At a meeting of the Sailing Ship Own-



One day John I. Schott, Zealand, N. D., received 6,400 bus. of grain.

ers International Ass'n at Paris, Oct. 10, it was unanimously resolved to increase the rate on wheat and coal to and from North Pacific ports by 2s 6d per ton, effective on charters made after Nov. 1. Steamship owners on Nov. 4 met at Paris and followed the advance, all around.

The export rate on wheat from Philadelphia, which for some time has been 4½c per bu., has risen to 6¾c and the end of the upward movement is said to be not yet. In consequence of the heavy shipments abroad of grain the ocean lines are becoming more independent in the matter of general merchandise rates. S. R. E.

Before the Public Service Commission at Buffalo recently the Spencer Kellogg Co. admitted that it was paying a rebate of ¼c per bu. on all grain sent thru its eltr.; and the New York Central R. R. Co. denied the right of the elevator company to pay the rebate. The roads admitted the discrimination in freight rates against the Kellogg Co.

Great preparations are being made for the convention of the Inland Waterway Commission, which will be held at Philadelphia November 19-20, with a grand banquet as one of the closing features. All of the leading shipping interests of the country will be represented. Many governors of states and prominent grain men are to be here and President Roosevelt is expected to deliver a spirited address in advocacy of the movement.—S. R. E.

Reparation for excessive charges on grain to the southeast was recently awarded by the Interstate Commerce Commission to Harth Bros. Co., \$598; to A. Waller & Co., \$606, and to Waller, Young & Co., \$129, against the Illinois Central, Southern and Atlantic Coast Line. Rates were unjustly advanced 4 cents per 100 lbs. from Kentucky points, and the reparation covers the higher rates paid until the rates were reduced by order of the Kentucky Railroad Commission in 1905.

The suit by the Pacific Coast Lumbermen to enjoin the railroads from advancing rates on lumber has resulted in the lumbermen being required to give bond that they will pay the advanced rate if the courts later so decide. The Northern Pacific is said to be refusing shipments of lumber unless the freight be paid at the higher rate. One of the most telling arguments against the advance is, that contracts have been made to deliver lumber at the old rate, that the lumbermen had not sufficient notice to enable them to fill these contracts, and that the railroads have failed to furnish the cars to fill orders for lumber at the old rate.

At the hearing of the complaints by the St. Louis Merchants Exchange against the railroads at St. Louis, October 23, Commissioner Prouty decided that the question was so important he would set December 4 for a hearing by the full commission at Washington. The Merchants Exchange charges that a rebate of ¾c per 100 lbs. is given shippers by 5 of the Missouri River lines on grain shipped from Missouri River points by way of Omaha, as an elevating allowance, while no such allowance is given to St. Louis shippers. As a result, it is alleged, the Omaha dealers have that much advantage over the St. Louis commission men in selling grain brought in the same producing district to St. Louis consumers, and to points east and south. The exchange asks the commission to give St. Louis commission men the same allowance for elevation. In a second complaint against

the Missouri Pacific it is charged that, altho Kansas City and other Missouri River points are 150 miles farther from Little Rock and other Arkansas points than St. Louis is, yet the same rate is charged from St. Louis as from Kansas City. St. Louis is farther from the producing field and grain is of a higher value than in Kansas City. Yet, claims Commissioner Lincoln of the exchange's tariff bureau, St. Louis has to compete with Kansas on equal freight rates, thus putting St. Louis out of business so far as grain trade with Little Rock is concerned. Commissioner Prouty told the Missouri Pacific representatives that he thought St. Louis ought to have a lower rate than Kansas City and that Little Rock should have the advantage of a more diversified market than it has at present. He also thought that Omaha, Kansas City, Cairo, Memphis and Little Rock should all have an opportunity to be heard before any decision was made. After the witnesses had been heard, Commissioner Prouty adjourned the hearing to a time and place to be later determined.

A seed firm at Salina, Kan., recently shipped to Texas a car of alfalfa seed valued at \$5,000, and felt strongly tempted to send armed guards along with the shipment.

Brewers will use a greater percentage of corn on account of the high price of barley. The substitution cannot be complete, because some malt must be used in the fermentation process.

Mr. Montemayor, of El Paso, Tex., is alleged to have smuggled 500 carloads of wheat into Juarez, Mexico, where the customs officials have seized Montemayor's warehouse.

Chas. Siman, Sioux City Inspector

One of the evidences of the growth of the grain business in Iowa is the selection of Chas. Siman as Chief Inspector of Grain at Sioux City by the enterprising members of the Chamber of Commerce.

For several years Mr. Siman has been actively engaged in judging grain; in fact, as R. P. Kettles, Chief of the Grain Sampling & Seed Dept., Chicago, from whose department Mr. Siman is taken to fill his present position, says, "Charlie has been in the grain business ever since he was a kid."

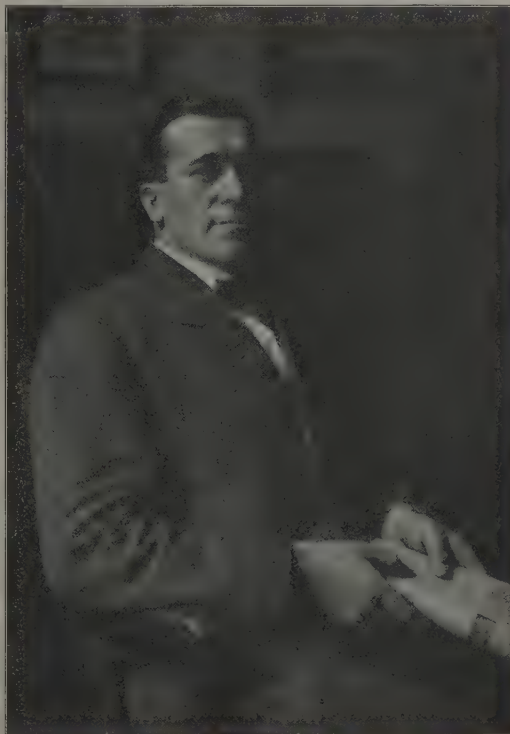
For nineteen years he has been in the employ of the Chicago grain sampling department, 10 years of which was spent in sampling cargoes at South Chicago. For three years he was with the Norton Milling Co.

Nineteen years' experience as a grain sampler was a sufficient recommendation to the Sioux City authorities who have entered into contract with Mr. Siman for his services, and it is to be expected that he will put into practice in his new position the things he has learned from practical experience in the old, thereby guaranteeing to shippers to and thru Sioux City a square deal in behalf of the grain sampling bureau.

Durum wheat is bot in carloads by breeders of the young pigeons known to epicures as "squabs."

A single linseed oil press uses 175 bus. of flaxseed a day and one bushel of good seed produces 2½ gallons of oil.

More liberal regulations for the distillation of denatured alcohol went into effect Sept. 1, but corn is too dear to make into that kind of alcohol.



Chas. Siman, Chief Inspector, Sioux City, Ia.

Grain Trade News

ARKANSAS.

Little Rock, Ark.—The C. E. Smith Grain Co. has removed to the Southern Trust Co. bldg.

Little Rock, Ark.—The state railroad commission is considering changes in the minimum carload weights of grain and seeds.

Little Rock, Ark.—Little Rock weights will be inaugurated by a committee recently appointed, consisting of A. J. Rauch, J. T. Greenfield and Geo. E. Cunningham.

Little Rock, Ark.—C. E. Smith, of the committee on revision of rules governing the grain market, is visiting northern markets to study the working of the rules enforced.

Little Rock, Ark.—The new reconsignment rules of the state railroad commission went into effect Nov. 1. The destination of any carload shipment of freight may be changed and load through or joint rates protected, when such are in effect, under the following conditions: If destination is changed before arrival at first destination, a charge of \$1 per car shall be made. If order for changing destination or reconsigning car is given by the shipper or any other party authorized to give the same within 24 hours of notice of arrival at first destination, a charge of \$2 per car shall be made; if after 24 hours and within 48 hours, \$3 per car; if after 48 hours and within 72 hours, \$4 per car. After expiration of 72 hours, counting from time of actual notice of arrival, or 96 hours if notice by mail is given, no reconsignment or change of destination will be permitted. (Note.—When actual notice of arrival is given at first destination, time will begin to run against the party immediately; when the notice is given by mail, time will begin to run 24 hours subsequent to the mailing of notice. Any switching performed at first destination on behalf of shipper or consignee shall be charged for at the usual rates. When a shipment is stopped in transit, short of first destination, such stopover shall be considered the first destination. Changes in destination involving a back haul will not be made.

CALIFORNIA.

San Francisco, Cal.—The Chamber of Commerce contemplates establishing a traffic bureau.

San Francisco, Cal.—Hay dealers are bitterly denouncing the Southern Pacific Ry. for rushing empty cars to Oregon when the cars are so badly needed in California. When reciprocal demurrage was before the legislature of the two states the bill failed to pass in this state, but was enacted in Oregon, and the road is sending cars north to avoid the penalty for failure to furnish cars.

CANADA.

Humboldt, Sask.—Joseph Haussler, of Harvey, N. D., is erecting a large grain chopping establishment. It will be 26x40 ft. The building will be divided off for

the storing of different kinds of grain. The chopper will be run by a gasoline engine.

Melfort, Sask.—B. Friel, of Regina, has bot the mill and eltr. of Turner & Co.

Winnipeg, Man.—Campbell & Wilson have succeeded Campbell, McLean & Co.

Lyleton, Man.—The Lyleton Eltr. Co. has been dissolved, G. R. White retiring.

Asquith, Man.—The Lake of the Woods Milling Co. intends to erect an eltr. here at once.

Lamont, Alta.—The eltr. of Davies & Co., of Vegreville, has opened with Mr. Williams of that place as mgr.

Fort William, Ont.—The new eltr. of the Ogilvie Flour Mills Co. has nearly been completed and is receiving grain.

Cardston, Alta.—A. L. Foster of Lethbridge, who recently erected an eltr. at Coaldale, will erect others at this place and Raley.

Lyleton, Man.—The Western Canada Eltr. was burned Oct. 21, together with 23,000 bus. of wheat. The fire started from a hot box.

Goderich, Ont.—The Canadian Pacific Ry. has applied to the railway commission for permission to erect a grain spout from the grain eltr. over the Grand Trunk tracks.

Fort William, Ont.—Rapid headway is being made by the Grand Trunk Pacific Ry. in its terminal yards, and it is said work will begin in the spring on the construction of a grain eltr. of many million bus. capacity.

Carberry, Man.—The eltr. of G. B. Murphy was burned Oct. 21 at noon, when the eltr. man was at dinner. Loss, \$20,000; insured. A hot box on the shafting in the boot was the cause. The eltr. contained 20,000 bus. of grain.

Winnipeg, Man.—McLaughlin & Ellis, incorporated, capital stock \$100,000; incorporators, Allen Boyd Ellis, Hugh Phillips, Alvin K. Godfrey, Alfred Gillies and Harry Royden McLaughlin. The company's chief place of business will be Winnipeg.

Fort William, Ont.—The Canadian Pacific Ry. is installing eight 75-h.p. Evans Motor Attachments in connection with eight 75-h.p. motors operating the receiving and shipping legs in its 1,000,000-bu. steel eltr. B. The superintendent estimates that these improvements will effect a saving of about \$1,500 a year in belting, buckets and machinery, which have heretofore been destroyed by the back-legging and chokes. The attachments are expected to save time and make operation more convenient.

Winnipeg, Man.—The grain standards board met here recently as provided in section 72 of the grain act. "Should the climatic or other conditions result in the production of a considerable portion of grain, other than oats, not capable of being included in the classification provided for in this act, the grain standards board for the division will be convened for the selection of commercial grades and samples whenever the chairman of said board is notified by the chief inspector, or five

members of the said board, that such a course is necessary; and inspecting officers shall grade all classes of grain which cannot be graded according to this act, in accordance with the commercial samples so selected by the board." Two new grades were established, No. 6 wheat, and feed barley, the latter to include all barley weighing less than 42 lbs. to the measured bu. The following resolutions were adopted: "That under clause 72, section 2, a committee be appointed which shall, if possible, select commercial grades for weather damaged oats if the committee find on reference to the department of trade and commerce, that it is legal for the board to establish commercial grades for oats; and in any case the committee are authorized to select any commercial grades for grain other than are already established, if such shall be found necessary, and this committee shall consist of the chairman, G. R. Crowe; W. H. Fairfield, of Lethbridge; Peter Ferguson, of Strassburg; D. W. McQuaig, of Portage la Prairie; James Riddell, of Rosebank; W. A. Black and S. Spink, of Winnipeg." "That Dr. Saunders, of the Dominion central experiment farm at Ottawa, be requested to make a milling and baking test of samples of the various grades (including the commercial grades) of wheat and that he return the result for publication by the secretary; also, that Professor Harcourt, of the Ontario Agricultural college, at Guelph, be requested to make similar tests, and also to include the various grades of oats." After the meeting of the board the Dominion Millers Ass'n threatened suit against Chief Inspector Horn if frozen oats were placed in No. 3 grade, and Mr. Horn decided to grade all frosted oats rejected.

WINNIPEG LETTER.

Asquith, Sask.—The North Star Eltr. Co. is erecting an eltr.

Lanigan, Sask.—The International Eltr. Co. and the Saskatchewan Eltr. Co. are building.

A. L. Foster, of Lethbridge, Alta., who recently erected an eltr. at Coaldale, will erect two others at Raley and Cardston in southern Alberta.

All the eltrs. along the Alberta Railway between Cardston and Lethbridge in Alberta province are filled. The car supply is inadequate.

Binscarth, Man.—G. B. Murphy, of Carberry, Man., has purchased T. M. Leggat's Eltr. and the Farmers' Eltr. has been leased to the Echo Milling Co.

The Dominion gov't has established experimental grain farms at Vermillion and Peace river crossing in the Peace river country, 900 miles north of the international boundary. The settlers in that district raised 50,000 bus. of No. 1 hard wheat this season.

The Manitoba grain trade is suffering heavy losses owing to the refusal of the banks to assist. There is plenty of orders on hand but no money to float the grain at the lake ports. The result is that in ten days the cash wheat prices declined from \$1.16 to 99c, the price on Nov. 5. There is a spread of 15 cents between eltr. and track prices. To date 15,000,000 bus. of Manitoba wheat has been marketed, of a surprisingly high grade. The estimates now for the province ran as high as 50,000,000 bus, the greater part good milling. British millers were heavy buyers last week, altho considerable wheat found its way to Minneapolis and Duluth.—C.

CHICAGO.

Creditors of G. S. McReynolds have recently received a dividend.

The formal transfer of the City and Iowa Eltrs. to the sanitary district has been filed.

Capt. I. P. Rumsey is attending a soldiers' reunion, in Vicksburg, of the Army of Tennessee.

The new type samples of No. 3 white oats are exhibited on the floor of the Board of Trade.

Chas. W. Miller, who for many years had been connected with E. W. Wagner & Co., died last week.

Directors of the Board of Trade on Nov. 5 decided to let the clearing house plan drop, the members having voted against it by 337 to 289.

Geo. F. Harding has been restrained by the federal court from prosecuting in the state courts the suit he brot recently asking for a receiver for the Corn Products Co.

I think the action of the banks was intended wholly as a protective measure and there is no cause for alarm. Think the country dealers should continue to send in their grain at prevailing prices.—A. L. Somers.

Shippers found the money situation a little easier last week. On grain carrying charges widened to the broadest spread on record for the crop. December wheat sold nearly 10 cents under May future on Nov. 8.

Wasserman, Kempner & Co. have dissolved partnership. A general brokerage business will be conducted by David Wasserman at the old quarters under the name of Wasserman & Co.; and by Adolph Kempner at 42 Board of Trade bldg. under the name of Adolph Kempner & Co.

Warnings against trading after the close and the circulation of rumors on the floor of 'Change were recently given traders by Secy. Geo. F. Stone. After the close one day recently the wheat market was raided one cent on rumors which were found false the next morning.

The directors of the Board of Trade denied the petition to have No. 3 white oats deliverable on No. 2 contracts at a discount of 3 cents. The directors decided to call a vote on an amendment to the proposition so that No. 3 white oats will be a good delivery on contract at 5 cents penalty.

Members of the Board of Trade recently admitted are Paul Brown, Jr., of St. Louis, Chauncey R. Hardy, Jacob F. Georgen, Otto Weitzmann, Michael L. Vehon. Application for transfer of membership has been made by J. H. Murray, Berend J. Burns, George Lawson Wrenn, Jr., L. H. Fairchild, George Flood, F. W. Hallain, John Dwyer, Gordon Bigelow, John Niesen, and the estate of Wellington B. Forsyth.

Without intending to exaggerate matters, the loss to the farmers may be safely put at a million dollars a day. The buying margin for all grain where it is being financed has been widened by the exigencies of the time. While the outlook is undoubtedly brighter, the improvement is quite likely to be gradual. Chicago has stood the strain well. Our bankers had foreseen a money stringency. While the developments were much more acute than expected, everything was in shipshape when the action of New York

precipitated the concerted action on the part of the banks to forestall the currency drain. Everybody is being taken care of so that there is no ground for any great apprehension.—Geo. E. Marcy, pres. Armour Grain Co.

After forty-five years in the grain business in Chicago the firm of I. N. Ash & Co. has discontinued business. Wm. S. Severn, who has managed the affairs of the company most of that time, is quitting the grain trade because he has practically lost his eyesight and is unable to carry on the business any longer. Frank Cheate, well known among the grain men of the country tributary to Chicago, who was soliciting agent for the company for over twelve years, has been engaged in the same capacity by Bogert, Maltby & Co.

There is a general feeling that present conditions do not warrant present prices and unless the atmosphere clears very suddenly we are apt to see continued dullness and decline. Our candid opinion is that the country is alright, that the money is still in the country but it will take some time to restore confidence. We feel that the fine a certain oil company sustained a few months ago is dead right; we also feel that while the stock markets may have a little of the water squeezed out, it will have a very beneficial effect and will be a blessing.—Frank E. Gulick.

The knocking spirit which exists among some traveling solicitors has vented itself in various localities according to some receivers on the Chicago Board of Trade. These solicitors have reported that the firms with which they are competing have turned down drafts. So far as the Journal is able to learn no receiving firm in Chicago has turned down any drafts nor do they intend to. Some firms are advising the country dealers to quit shipping however until the situation clears up, while on the other hand certain other firms are urging their customers to rush in consignments.

Realizing that Argentine is the key to the wheat situation, that it will play an important part in deciding the price of wheat during the next few months, and knowing how difficult it is to obtain any reliable information concerning actual conditions in that country, Finley Barrell & Co. have sent George M. Le Count south to travel thru the grain growing provinces of the Argentine Republic. Mr. Le Count will arrive in Buenos Ayres about Nov. 15 and will remain in the country until the wheat crop has been harvested. Since the Russian and Danubian crops have left Europe short several million bus. and India's exporting surplus according to government figures is small, the burden of supplying the European deficiency falls upon the United States and Argentine. Harvesting will begin in Argentine the latter part of this month but the real harvest commences after the first of Dec. and continues thru Jan'y. Exporting starts about the first of Feb'y and as it takes the fastest boats a month to cross the Atlantic it will be nearly the first of March before the new crop will reach Liverpool, London and Antwerp markets. Argentine has had a good crop for several years and from the best available sources information seems to indicate the crop will be up to the standard this year. It was on account of meagre information and for the benefit of its customers that Finley Barrell & Co. expect to keep clients informed about the Argentine crop thru Mr. Le Count who is a crop expert of many years' experience.

COLORADO.

Sterling, Colo.—T. J. Perchard has started the erection of an eltr. and mill. The eltr. will have a capacity of 15,000 bus.

Alamosa, Colo.—Farmers in this vicinity are slow to organize for aggressive campaign work in good and better farming and definite methods of seed selection in the face of so much prosperity in all kinds of farming over Colorado. Such grains, such forage, such roots have scarcely ever before been produced in this state.

Fort Collins, Colo.—The Colorado Grain Growers Ass'n is in a prosperous condition and men who are behind it believe it will have a membership soon of 1,000. Interest in the Ass'n has been greatly stimulated by Hon. T. M. Patterson who gave \$2,500 to W. H. Olin, vice Dean and Prof. of Agronomy, State Agricultural College, to be distributed among boys and girls under 18 years of age who produce the best quality and quantity of wheat, oats and barley on one acre of ground. Last year a 12-year old girl won first prize on oats. At an elevation of 8,000 ft. she grew 4,500 pounds of oats on one acre of ground weighing 49.07 pounds to the bushel. A great deal of interest has been stimulated in the same manner by the Ass'n in field peas. Instead of reward for growing most on an acre each grower is given 100 peas to be planted 3 ft. apart. Over 250 boys and girls are competing for this year's prizes. Over 100,000 acres are yearly planted to peas and a small increase in production will mean much to Colorado farmers. One girl this year grew a vine which contained 686 pods averaging 6 peas per pod, or 3022 peas from one seed planted in April.

IDAHO.

Moscow, Ida.—About 50 carloads of barley have been shipped during October from this place and stations near by to Milwaukee breweries.

Greer, Ida.—Two hundred farmers of the Nez Perce prairie have perfected a co-operative Ass'n and will erect a large warehouse at this place.

Twin Falls, Ida.—P. J. Costello has consigned several cars of wheat, oats and barley to M. E. Cooke in Chicago. While a large portion of the grain from this district is going west across the Pacific yet dealers find it to their advantage to consign east. The wheat is a splendid quality of white wheat, which is averaging in this neighborhood, 50 bushels per acre. It is used by many manufacturing concerns in the east for breakfast foods.

ILLINOIS.

McClusky, Ill.—Chappel & Chappel have bot the eltr. of W. H. Coulthard.

Blackstone, Ill.—I am buying grain for G. B. Hagar of Dwight, Ill.—J. F. Corbin.

Manito, Ill.—George Knollhoff has succeeded F. L. Carroll as buyer for the Smith-Hippen Co.

St. Jacob, Ill.—The work has been started on the erection of an eltr. for the Valier & Spies Milling Co.

Manito, Ill.—The Turner-Hudnut Co. has installed Avery Automatic Scales in its eltrs. at this place and Holton.

Virginia, Ill.—The eltr. of C. W. Savage & Son was burned Nov. 1 at 7 o'clock p. m. It contained 7,000 bus. of wheat and oats. Mr. Savage valued the build-

ing at \$5,000; insurance, \$2,000. The loss on grain is \$4,500; about 75% is covered by insurance. The eltr. will be rebuilt at once.

New Holland, Ill.—The eltr. of the New Holland Grain & Coal Co. which was burned Oct. 16, will be rebuilt.

Kempton, Ill.—E. K. Bute, manager of the Farmers Eltr. Co.'s eltr., will retire. His successor has not been chosen.

Birkbeck, Ill.—P. K. Wilson has bot the eltr. of F. C. Shepard. Mr. Shepard will move to Oklahoma in the spring.

Paxton, Ill.—I have bot the eltr. at this place of R. Keator, and will take possession sometime in Nov.—Chas. Shelby, of Tolono.

Cornell, Ill.—The Farmers Grain Co. has been organized by Z. F. Carroll, Henry Smith, R. S. Carr, C. E. Lishness and others.

Rio, Ill.—The Neola Eltr. Co. has started the erection of a large corn crib. It will be a concrete foundation and be 160 ft. long.

Mt. Zion, Ill.—W. S. Smith will erect an eltr. on the site of the one which was burned recently; but will not rebuild before spring.

Longview, Ill.—Bartlett, Kuhn & Co. have taken possession of the eltr. of the Longview Grain & Coal Co. B. E. Catton is in charge.

Neponset, Ill.—The Neponset Farmers Grain Eltr. Co., which was recently incorporated, has applied for a site for the erection of an eltr.

Pana, Ill.—The four-story mill, formerly an eltr., of B. S. Russell, was burned Oct. 21. About 100 tons of hay and grain was burned. Loss, \$7,000.

Dwight, Ill.—Boston & McClelland of Yorkville have bot the eltr. of E. H. Young, who has gone into the commission and brokerage business.

Litchfield, Ill.—C. B. Munday & Co. have installed an automatic eltr. scale from the Avery Scale Co. It has a capacity of 1,000 bus. per discharge.

Norris, Ill.—I have accepted a position with the Neola Eltr. Co. at this place. F. E. Fassler having resigned. I was formerly at Cambridge, Ia.—A. E. Haggman.

Melvin, Ill.—Lamoreaux & Inkster Bros. are improving their eltr. recently bot from Buchholz & Co. It has a capacity for handling 3,000 bus. of grain an hour.

Cissna Park, Ill.—The Cissna Park Grain & Coal Co., incorporated, capital stock \$12,000; incorporators, Adolph Munsterman, Henry Hasselbring and August Seggebrück.

Wapella, Ill.—Chas. O. Leeper has bot suit against the Rogers Grain Co. to recover \$500 damages for alleged fraud in a transaction involving 2,000 bus. of corn and 2,000 bus. of oats.

Vermilion, Ill.—I have bot an eltr. succeeding A. B. Caldwell & Son, and with J. H. Stewart of Manson, Ind., will do business under the firm name of Stewart & White.—D. J. White, Frankfort, Ind.

Windsor, Ill.—Munson Bros. have bot an acre of ground at Kirk Sta., including the eltr. They will remodel the eltr., and build corn cribs with a capacity of 25,000 bus.

Lincoln, Ill.—J. C. Diffendorfer, who recently bot back the Lincoln Grain Co.'s business which he formerly conducted at this place, Broadwell and Lawndale, will continue under the same name. Lincoln

Grain Co. The Lincoln Grain Co. recently took up its grain weighing scales for repairs. When the scales were removed from their foundations they were found to be in bad condition, and it is thought that they are unfit to be replaced.

Knoxville, Ill.—Wyman & Burnside have dissolved partnership, Mr. Wyman continuing the business and shipping of live stock, while Mr. Burnside will operate the eltr.

Symerton, Ill.—What we are worrying about now more than anything else is the way prices have declined. Fortunately we have gotten out most of the grain in our eltr.—Mr. Brassell, Walsh & Brassell.

Peoria, Ill.—The Corno Mills Co. has leased for two years the old Monarch Distillery to be used in the manufacture of feed and will consume daily to cars of corn and kafir corn. A drier is being installed.

Bloomington, Ill.—Abel Brooks & Co. are equipping their eltr. with an Avery Automatic Scale, and three other machines have been installed by the Avery Scale Co., each having a capacity of 1,000 bus. per hour.

Berlin, Ill.—The Farmers Eltr. Co. is building a cribbed, iron-sided eltr. to cost \$10,000. It will be equipped with a Fairbanks Gasoline Engine. The Burrell Engineering & Construction Co. has the contract for the work.

Owaneco, Ill.—The Owaneco Grain Co., incorporated, capital stock \$10,000; incorporators, Andrew Minks, C. E. Foraker and Joseph Tex. The company will deal in grain, hay and fuel. It is thought it will try to buy one of the local eltrs.

Danforth, Ill.—A farmers eltr. company has been organized, capital stock \$10,000. Among those interested are A. G. Danforth of Washington, Herman Danforth of Peoria, and Dr. Z. E. Patrick of Chicago. The new company will try to buy one of the eltrs. here, or will build one.

Decatur, Ill.—H. R. Sawyer, traveling representative, has succeeded C. P. Cline as mgr. of the eltrs. in central Illinois owned and operated by Bartlett, Frazier & Carrington, and will have headquarters here. Mr. Cline has accepted a position with the National Eltr. Co., of Indianapolis.

Taylorville, Ill.—Twist Bros. who recently closed a deal for the two eltrs. at this place, have sold one to one of the original owners, J. C. Loveless. They have also bot the eltrs. of J. C. Loveless at Clarksdale and Honey Bend and will erect a new one at Kincaid. Taylorville P. O., on the Midland railway.

Bethany, Ill.—The Bethany Grain Co., recently organized, has bot the eltr. of A. R. Scott for \$17,000. The eltr. has a capacity of 60,000 bus. and in addition there are cribs with a capacity of 30,000 bus. The officers of the new company are James H. Crowder, pres.; D. W. Cook, sec'y, and S. M. McReynolds, treas.

DePue, Ill.—Fire Oct. 21 damaged the eltr. operated by Geo. M. Bryant and owned by Marfield, Tearse & Noyes. A warehouse containing 3,500 bus. of oats and 500 bus. of corn was saved. The eltr., valued at \$5,000, was damaged to the extent of \$1,800, and is being repaired. The house contained perhaps 40,000 bus. of grain, of which 3,000 bus. was wet, and was shipped out as soon as possible.

Duncan, Ill.—The eltr. of Miller & Graves was burned Oct. 26. The loss includes 7,500 bus. of oats, 100 bus. of rye and 3 tons of hay. The engine house

was burned also. Insurance, \$1,500 on the eltr., \$1,000 on oats, \$500 on the engine and \$100 on the engine house. Another gasoline engine has been installed in the other eltr., which has been idle for some time, and business will go on as usual.

Peoria, Ill.—Prices in grain have slumped at this market during the last few days and general business conditions are not as flattering as they might be altho conservative business men hope that the financial flurry which began in Wall street a few weeks ago has done its worst. The Government has been responsible in placing a damper on the grain business here by demanding currency from the distilleries for revenue taxes. Ordinarily the revenue receipts have been at least \$125,000 per day but they have dwindled from \$500 to nothing because a revenue collector in New York took \$129,000 worth of Peoria exchange to a bank in that city and tried to get the currency for it, when according to the distillers and revenue office at this point he should have taken it to sub-treasury for deposit. This has put a stop to shipments of tax paid spirits.

Peoria, Ill.—Peoria received during Oct. 92,000 bus. of wheat, 1,774,300 bus. of corn, 1,459,000 bus. of oats, 350,000 bus. barley, 58,000 bus. of rye; 60,000 lbs. of seeds; 4,468 tons of hay, 735,000 lbs. broom corn; 82,550 bbls. of flour and 1,750 tons of mill feed; compared with 65,200 bus. of wheat; 1,150,000 bus. of corn; 1,709,300 bus. of oats; 543,000 bus. of barley; 58,500 bus. of rye; 120,000 lbs. of seeds; 3,680 tons of hay; 405,000 lbs. of broom corn; 93,000 bbls. of flour and 1,020 tons of mill feed, during Oct. last year. The shipments for Oct. have been 141,400 bus. of wheat; 1,330,400 bus. of corn; 1,319,000 bus. of oats; 121,600 bus. of barley; 22,000 bus. of rye; 30,000 lbs. of seeds; 740 tons of hay; 810,000 lbs. of broom corn; 71,750 lbs. of flour and 4,455 tons of mill feed; compared with 30,600 bus. of wheat; 609,700 bus. of corn; 1,649,400 bus. of oats; 86,000 bus. of barley; 11,800 bus. of rye; no seeds; 560 tons of hay; 195,000 lbs. of broom corn; 74,550 bbls. of flour and 2,846 tons of mill feed for the corresponding month of last year, as reported by John R. Lofgren, secy. of the Peoria Board of Trade.

INDIANA

South Milford, Ind.—John Englert and Chas. Deal have bot the eltr. of Newman & Reed.

Indianapolis, Ind.—Bert A. Boyd on Oct. 31 received the first car of new corn, from central Illinois. It was graded No. 4.

Monticello, Ind.—Loughry Bros. have bot a second automatic scale from the Avery Scale Co. with a capacity of 2 bus. per dump.

Gessie, Ind.—David Irons and Miss Lizzie Binford of Crawfordsville were married Oct. 27. They will reside at this place where Mr. Irons will work for A. K. Peterson at his eltr.

Mardenis Sta., Huntington P. O., Ind.—Two new eltrs are being erected at this place. One for Mr. Silvers and one for Mr. Schulenberg; the latter will soon have his ready for business.

Walkerton, Ind.—We have arranged to handle grain at the eltr. in connection with the Walkerton Milling Co. on the L. E. & W. and B. & O. railroads.—Ohio Hay & Grain Co., Findlay, O.

Rensselaer, Ind.—Babcock & Hopkins are just completing the erection of two

steel ladders, one at each end of their mammoth eltr., to be used as escapes. The owners intend to erect a 4-inch standpipe on each end of the eltr, with a hose connection at each of the four stations.

La Fayette, Ind.—A farmers co-operative eltr. will be built on a site of one of the four railroads near this place. James McCauley is temporary pres. It is estimated that the eltr. will cost about \$25,000.

Gessie, Ind.—The grain eltr. conducted by S. L. & D. Metzger has been sold to A. K. Peterson of Darlington, Ind., and he has taken possession. In retiring from the grain business I wish all the dealers good success.—D. Metzger.

La Crosse, Ind.—S. D. Bailey & Co. of Wanatah are building a reinforced concrete addition to their eltr. The building is 24x24, 45 feet high and will have a capacity of 10,000 bus. The Burrell Engineering & Construction Co. is doing the work.

Indianapolis, Ind.—Marion W. Savage of Minneapolis has applied to the federal court for an order restraining Arthur Goss, state chemist for Indiana, from enforcing the new law requiring analysis and tagging of concentrated commercial feeding stuffs.

Boswell, Ind.—I have inquiries enough thru my advertisement of elevator for sale in the Grain Dealers Journal to sell the property. Please discontinue the advertisement, as I think I have it sold.—Willis Samuel.—On. Nov. 8 J. P. Allen of Sullivan bot the house thru John A. Rice.

Preble, Ind.—H. L. Buuck, manager of the Preble Grain Co., was killed Oct. 28. While he was working around the engine he was caught in the belting, whirled around the shaft several times and then hurled to the floor with fearful force, crushing the life from his body. He received a deep cut just above the left eye, his left ear was almost torn off, the cheek bone was crushed in and his skull fractured and dislocated at the joint. He was 35 years old, and is survived by a wife and three daughters.

Indianapolis, Ind.—Grain dealers along the C. & E. I. held a conference with R. R. Com'r McAdams recently with regard to the distribution of cars, which the commission is soon to take up with the road. Officials of the C. & E. I. road say that when their cars get on the Pennsylvania and Big Four they have difficulty in getting them back. For this reason they refuse to let their cars go on these roads, and the large quantity of grain shipped over the C. & E. I. goes to Terre Haute, and is reloaded into the cars of other roads. A traffic interchange agreement would greatly facilitate business for the shippers and would enable them to ship their grain directly to the East without reloading at eltrs.

Indianapolis, Ind.—The Indiana Bridge Co. on Nov. 4 petitioned the state railroad commission to revise the car service rules and establish the average plan of demurrage. The rule suggested is: "The carrier shall debit the shipper or receiver with one day for every day or fraction thereof beyond the expiration of its free time that a car is detained for loading or unloading, and shall credit him with one day for every car loaded or unloaded 24 hours or more before the expiration of its 'free time.' Balances shall be closed at the end of each calendar month. If for the month the debits shall exceed the credits, the carrier shall

charge and collect \$1 for every day the former exceeds the latter. If the credits equal or exceed the debits nothing shall be charged or collected by either party, except that if any car shall be detained for loading or unloading more than five days beyond the expiration of its 'free time,' the carrier shall charge and collect \$1 for each day or fraction thereof it is so detained."

Indianapolis, Ind.—By giving the grower access to the market at all times good roads promote regularity in the marketing of grain, benefiting the farmer, the grain dealer and the railroad company. To cut down the expense of transportation of road materials the state railroad commission has ordered a reduction of rates where they have been too high to 60% of the gravel scale of the Central Freight Ass'n. In 14 counties the supply of road materials has been exhausted and in 24 counties the freight rate on road material has prevented or retarded the improvement and repair of public roads.

Indianapolis, Ind.—With a view to interesting business men all over the state in politics, that more business men may be elected to public office, manufacturers, merchants and shippers, representing practically all the commercial bodies of Indiana, have organized under the name of the Indiana Commercial League. The object of the organization will be to arouse business men to their duties as citizens and induce them to participate in political activities in the hope of filling public offices with men friendly to their interests. Organization has been perfected by the election of the following officers: President, J. V. Zartman; secretary, Edward Kenney; treasurer, Chas. H. Jones, and chairman of the executive committee, Charles B. Riley. This committee will be composed of two representatives from each organization allied with the league. These include the Indiana Manufacturers and Shippers Ass'n, the Indianapolis Board of Trade, the Indiana Hardwood Lumber Dealers Ass'n, the Indiana Retail Lumber Dealers Ass'n, the Indiana Grain Dealers Ass'n, the Indiana Millers Ass'n, the Indiana Hardware Dealers Ass'n, and the National Hay Dealers Ass'n. The joint membership of these organizations runs up into the thousands.

INDIAN TERRITORY.

Wynnewood, I. T.—John Rollow has his eltr. about completed, and is erecting a \$4,000 mill building.

Chickasha, I. T.—The eltr. of the Choctaw Mill & Eltr. Co. was burned Oct. 28. Loss \$10,000, fully insured. Craddock & Melton, the owners of the eltr., will rebuild.

IOWA.

Churdan, Ia.—D. E. Whitney is manager of the eltr. of the Farmers Eltr. Co.

Salem, Ia.—A. A. Walker has remodeled his grain eltr. which he built last year.

Eldora, Ia.—G. E. Smith of Iowa Falls has bot the Iowa Central Eltr., of Daniel Merrill.

Wayland, Ia.—J. P. Schowalter and son will operate the eltr. under the name Schowalter & Co.

Akron, Ia.—The Farmers Grain Co. will build an eltr.—F. T. Cramer, mgr., the Perry Eltr. Co., Westfield, Ia.

Manson, Ia.—The Farmers Eltr. Co. has been organized, capital stock \$5,000;

Thomas Shillington, pres.; W. F. Mechem, vice pres.; Harry Summers, sec'y and J. F. Buck, treas.

Havelock, Ia.—The Farmers Grain Co., recently incorporated, has bot the eltr. of the Tiedeman Eltr. Co., for \$4,000.

Roelyn, Ia.—Albert Arenson, formerly agt. W. A. Bryant & Sons Co., at Thor, is now mgr. of the Farmers Eltr. Co. here.

Wellsburg, Ia.—J. J. Peters & Son have bot from the Avery Scale Co. an automatic scale with a capacity of 2,000 bus. per hour.

Doon, Ia.—Eugene Sullivan of Alford has succeeded J. B. Mulvey, who resigned his position as manager of the eltr. of the Atlas Eltr. Co.

Bode, Ia.—The Gilchrist Eltr. Co. is building an addition to its eltr. and will install a new gasoline engine. The eltr. is being repainted.

Davenport, Ia.—The D. Rothschild Grain Co. has purchased for one of its eltrs. an Avery Automatic Scale of 1,500 bus. hourly capacity.

Des Moines, Ia.—H. W. Harding is charged with having embezzled \$187 for which he should have accounted to the Des Moines Eltr. Co.

Moville, Ia.—The West Fork Lumber Co., incorporated, capital stock \$15,000. The company has taken over the business of the Moville Lumber & Grain Co.

Dell Rapids, Ia.—S. Keefer has been chosen as local agt. of the D. Rothschild Grain Co. to succeed Henry Rohlk, who resigned Nov. 1, on account of ill health.

Des Moines, Ia.—The Des Moines Eltr. Co. has installed 5 Avery Automatic Scales in its line of eltrs., each machine having a capacity of 1,000 bus. per hour.

Holstein, Ia.—The Farmers Eltr. Co. has been organized. Geo. N. Wienert, pres.; R. L. Butcher, vice pres.; Hugo Schuett, sec'y, and Albert W. Schmidt, treas.

Libertyville, Ia.—Gifford & Farrell are doing a scoop-shovel business at this place and are shipping to Smith, Vincent & Co. The only warehouse at this station is operated by Yost & Sherrick.

Elma Sta., Lowther. P. O., Ia.—The eltr. of E. R. Dibble & Co. was burned recently, with its contents of grain, about 12,000 bus. It is thought that a spark from a locomotive was the cause.

Spencer, Ia.—Frank Tuttle has bot the eltr. of the Hunting Eltr. Co. on the Milwaukee right-of-way, and he will tear it down and build a large hay barn on the Minneapolis and St. Louis right-of-way.

Ida Grove, Ia.—The Farmers Eltr. Co. incorporated, capital stock \$8,000; incorporators, George Weinert, R. L. Betcher, Hugo Schuett, Albert W. Schmidt and others. The company will either buy or build an eltr.

Traer, Ia.—Ober-Kingsbury Grain Co., of Mason City, and Milo White, have bot the eltr. of B. F. Orr, for \$4,000. Possession was given at once and James White will be the local manager. Mr. Orr will leave this place.

Dayton, Ia.—Two tramps were arrested Oct. 26 for breaking into the grain office of G. A. Gustafson. The men broke into the office for the purpose of obtaining quarters for the night, as a portion of the furniture was used for fuel.

Sioux City, Ia.—Until its first annual meeting the following will serve as directors of the newly organized Sioux City Board of Trade: F. L. Eaton, C. A. Knapp, H. J. Hutton, G. B. Healy, John

Hornick, A. L. Beardsley, A. S. Hanford, E. A. Burgess and G. R. Badgerow. The first named is pres., C. A. Knapp, vice pres., and G. B. Healy, secy.-treas.

Des Moines, Ia.—All seeds sold within the state, not including shipments outside the state, must be analyzed and each bag or package tagged, showing percentage of foreign seeds, under the new law regulating the sale of agricultural seeds.

Clinton, Ia.—R. S. Blake has brot suit against the Clinton Grain Co. to recover \$600 damages for alleged breach of contract, by which defendant agreed to accept 5,000 bus. of corn at Green Island at a certain price. The agreement was verbal.

Wellsburg, Ia.—The eltr. of John Tjaden has been completed and has been opened under the firm name of John Tjaden & Son, Mr. Tjaden having taken his son, Odie, in partnership. The eltr. is up-to-date and has a capacity of 25,000 bus.

Des Moines, Ia.—Shippers are pouring complaints into the state railroad commission and the latter have issued an order calling upon every road in the state to show why freight cars are not furnished to shippers within a reasonable period after application.

Boone, Ia.—The financial flurry caused heavy losses to the Farmers Eltr. & Live Stock Co. The company bot thousands of bushels of oats, corn and other grains at fancy prices some time ago. The tight money matters has thrown price down and the loss will reach into the thousands.

Farragut, Ia.—H. G. Loonan of Madison, Neb., has bot the eltr. at this place of Whisler & Sons. The Whislens will retain their stock business and will keep office headquarters at this eltr. Jesse Whisler has gone to Texas for 30 or 60 days to look after their growing interests in the rice country.

Tipton, Ia.—John Dammann & Co. have brot suit against Henry Holst to recover \$201 damages for failure to deliver 1,000 bus. of barley sold Aug. 25 at 54 cents per bu. Similar suits are to be commenced against other farmers who failed to deliver grain sold after the price began to advance.

Osage, Ia.—The Western Eltr. Co. operates the 25,000-bu. eltr. here built by O'Neill, the barley king. The agent, C. N. Bates, believes he does the largest business at this station, shipping 125 cars of grain yearly and disposing of 3,000 tons of coal. The eltr. contains one receiving sink, stand of eltrs., gasoline engine and a wagon scale. Sales of feed and flour have increased so that Mr. Bates found it necessary to purchase a dry and team of horses.

Lavinia, Ia.—We understand the Farmers Eltr. at Lavinia has closed its doors temporarily until the books can be checked over by an expert. It seems that the manager some time ago contracted several thousand bushels of oats supposing that he would have no trouble in filling the same, but circumstances were such that he was unable to furnish the grain was obliged to buy back at an advanced price and his company was loser by something like \$1,500.—Rockwell City Advocate.

Council Bluffs, Ia.—The Nebraska Hay & Grain Co. has let the contract to the Pelkey Construction Co. for the erection of its eltr. It will have a capacity of 50,000 bus., and will be 40x42 ft., and 120 ft. high. The Von Dorn Eltr. Co., of Omaha, is completing arrangements

for the erection of an eltr. of the same capacity, 42x42 ft., and 150 ft. high. It will cost \$20,000. Work will start about Dec. 1, to be completed early in the spring. J. E. Von Dorn, the head of the company, was formerly associated with the Cavers-Von Dorn Eltr. Co. The Cavers Eltr. Co. intends the erection of an addition to its eltr. which will almost double the capacity of it. The work will be started about the first of the year.

KANSAS.

Wichita, Kan.—F. W. Frasier, secy. of the Wichita Board of Trade, died last month.

Clifton, Kan.—The Murdock Grain Co. has bot an Avery Automatic Scale with a capacity of 1,000 bus. per hour.

Nortonville, Kan.—B. C. Ragan & Sons are remodeling their eltr. and have installed a 25-h.p. Witte Gasoline Engine.

Seneca, Kan.—I have bot the eltr. of Burbury & Thompson and have removed from Smith Center to Seneca.—H. R. Sheldon.

Valley Falls, Kan.—B. C. Ragan & Sons are remodeling their eltr. at this place and have bot from the Witte Iron Works Co. a 25-h.p. gasoline engine.

Wichita, Kan.—W. T. Shute, of Macks-ville, has moved to this place and bot a membership in the Board of Trade, where he will conduct a general grain business.

Paola, Kan.—The brick work on the new grain house and feed mill of E. T. Fowler has been completed. It will be 70 ft. long by 24 ft. in width and is two stories high.

Wellsville, Kan.—Suit was begun Oct. 23 by the Star Grain & Lumber Co. against the Santa Fe to recover \$2,920 damages for failure to furnish cars for shipment of grain.

Oskaloosa, Kan.—Thomas Hatfield is building a loading eltr. on the Santa Fe track. It is 16x24 and 32 ft. high, with a capacity of 2 or 3 cars of grain. A gasoline engine will furnish the power.

Langdon, Kan.—A. R. Dodge & Co. are not in business. The regular dealers are ourselves and the Hoffman Eltr. Co., of Enterprise.—Farmers Grain, Live Stock, Fuel & Supply Co., J. A. Lyon, mgr.

Fredonia, Kan.—I have quit the grain business. The Oswego Seed & Grain Co. has no representative at Fredonia, owing to short crops. I have removed to Elk City.—J. D. McCoid, former agent.

Wilsey, Kan.—We are now enlarging our eltr. 3,000 bus. We have succeeded the Ray-Croner Grain Co. here and Kingman & Ray at Delavan, and are conducting both under one name.—Rob't T. Ray Grain Co.

McPherson, Kan.—For the Parker Grain Co. the court has appointed David H. Grant, receiver; W. S. McClintock, attorney for receiver; and Mr. Grant has appointed T. C. Dick and F. G. Hawkins, appraisers.

Topeka, Kan.—The state railroad commission has announced that as a test case the Union Pacific Railroad will be ordered to build a switch track to the eltr. of the Culver Grain & Live Stock Ass'n, at Culver, Kan.

New members who have joined the Kansas Grain Dealers Ass'n since July 1 are: Overbrook Eltr. Co., Overbrook, Kan.; S. M. Owen, Medicine Lodge; W. H. Haun, Medicine Lodge; W. O. Woods Gr. Co., Liberal; Attica Milling Co., Attica; R. A. Braik, Erie; William Hosack, Seneca; Wall-Rogalsky Milling Co.,

McPherson; J. H. Pauley, Purcell; A. F. Allen, Huron; H. R. Melendy, Morrill; Atchison Live Stock & Milling Co., Atchison; J. H. Strahm, Berwick; J. C. Robb, Wichita; J. S. Stricker & Co., Romona; James Malin, Lewis; Tampa Milling Co., Tampa; Citizens Gr. Co., Abbeville, Kan.; Corn Belt Gr. Co., Atchison; O. K. Grove, Netawaka; Steiner Bros., Bern.

Liberal, Kan.—J. R. Bolin, of Bolin, Hall & Co., has made arrangements to build an eltr. It will be 75x175 ft. V. Roush, a miller of Holstein, Ia., is looking into the matter of establishing a 100-bbl. flour mill here.

Topeka, Kan.—The report of State Grain Inspector John Radford shows that during the month of Sept., the department collected in inspection fees \$3,709.35. The number of cars of grain inspected during the month was 5,591. The number weighed was 4,355.

Culver, Kan.—We have a new 15,000-bu. eltr. on the U. P. in the center of the best wheat and corn country in Kansas, and feel that we need just such help as the Grain Dealers Journal seems most fitted to give.—John E. Hughes, mgr., Culver Grain & Live Stock Ass'n.

Topeka, Kan.—The state railroad commissioners have completed the new distance tariff on which they have been at work for 4 months, and have instructed their attorney to file complaint asking for the establishment of the tariff at once. Reductions of 18 to 20% are made on nearly all classes and commodities.

Sylvia, Kan.—The Sylvia Grain & Supply Co. will erect a 12,000-bu. eltr. P. H. Pelkey Construction Co. has the contract. The old eltr. is to remain where it is and to be used for corn only, while the new one will be used for wheat. The new eltr. will have a capacity of 2,000 bus. below the ground surface and 10,000 bus. above.

Wichita, Kan.—While making a trip to Hutchinson to attend a convention of grain men, J. A. Woodside, Frank Olson and Charles Baldwin were badly shaken up, Mr. Woodside being bruised about the head and shoulders. The automobile struck a rough piece of road and before it could be stopped Mr. Woodside was thrown against the side of the car with sufficient force to jam his head thru the top.

Atchison, Kan.—Grain dealers of northwestern Kansas met at the Byram hotel Oct. 24. The 100-lb. deduction from the weight of cars unloaded at Kansas City was discussed. On this point the grain shippers feel friendly to Atchison, since no deduction is made, only 35c per car for inspection. Among those present were E. J. Smiley, secy' of the state ass'n, and Geo. A. Wells, secy. of the Iowa Grain Dealers Ass'n, who is reported to have talked on mutual insurance. The car shortage and reciprocal demurrage problems were discussed at length. It is expected that the car situation will be more stringent than ever this year. Those present were entertained at a banquet in the evening by the Board of Trade, which was recently organized.

Kansas City, Kan.—J. M. Meek, asst. county prosecuting atty., has received a letter from the pres. of the Kansas City Board of Trade, stating that J. W. Radford, Kansas state grain inspector, had been asked to call a meeting between the Kansas Grain Grading Commission and the officials of the Board of Trade for the purpose of making an endeavor to adjust the deduction of 100 lbs. at the eltrs. Mr. Meek said that he was not going to

be aggressive in the prosecution and would give the Board of Trade ample time in which to eliminate the deductive practice. Suits against all of the eltrs. have been prepared. The conference was asked by the pres. of the Board at the request of the eltr. proprietors, who held a meeting recently to consider the dockage. It is said the eltr. operators will ask the inspectors to determine the dockage as in the Northwest.

KENTUCKY.

Owensboro, Ky.—The Owensboro Grain Co. is making improvements in its mill. Several new bins are being put in for shelled grain and a 30-h.p. power motor is being installed.

Louisville, Ky.—A. C. Schuff & Co. have brot suit against the Chesapeake & Ohio R. R. Co. to recover \$479 damages for delay in the transportation of 56,000 lbs. of corn to Manchester, Va. Ordinarily the time consumed in making the trip is 120 hours, but the corn was in transit from Mar. 28 to Apr. 12, tho marked perishable. The railroad company sold the corn for \$235, but no part of this sum reached plaintiffs.

Latonia, Ky.—Safeblowers cracked two heavy iron safes with nitroglycerine, in the offices of the Standard Hay & Grain Co., and the Cincinnati Grain Co. Nov. 1. The eltrs are located several blocks apart, near the tracks. Both safes, weighing several tons, were shattered to pieces, by the heavy charges of the explosive. Windows were broken, books, papers and checks strewn over the floors. The Standard Grain Co. was the heaviest loser, as the day's receipts, which were about \$1,000, were in the safe. The other firm had deposited most of its money, and only a small amount of silver was secured.

LOUISIANA.

New Orleans, La.—Grain exports from New Orleans during Sept. and Oct. amounted to 1,275,666 bus. of wheat, 268,550 bus. of corn and no oats; compared with 2,597,423 bus. of wheat, 713,188 bus. of corn and 30,000 bus. of oats for Oct. 1906, as reported by W. L. Richeson, chief inspector, New Orleans Board of Trade.

New Orleans, La.—Advances in the rates for inspection of grain by the New Orleans Board of Trade have been made, to become effective Nov. 1. The rate on inward inspection, bulk grain, has been changed from 50c per car to 60c per car. The rate on outward inspection, delivering to vessels, has been changed from 25c per 1,000 bus., to 50c per 1,000 bus. In cases where consignees are not willing to have all their grain inspected, a charge of \$5 per car will be made for such special service as may be required, instead of \$3 per car as heretofore. These rates apply to members only, or when firms are represented on this Board of Trade by an employe, or when the grain may be handled by brokers, members of this Board of Trade. Otherwise, the rate shall be 50% higher.—H. S. Herring, Secy.

MARYLAND.

Baltimore, Md.—A car of wheat containing 112,950 lbs., the biggest on record here, was received recently by Lederer Bros.

Baltimore, Md.—Dealers have had grain consigned and drafts drawn against them by shippers with whom no previous correspondence had occurred, showing

the endeavor to secure funds. Many have advised their clients not to ship freely until matters became more fixed and certain.—*Daily Produce Report.*

Baltimore, Md.—Richard B. Clark of Thos. S. Clark & Sons, died suddenly Nov. 8.

Baltimore, Md.—Gorden Currie, Edward S. King, Finley Barrell and D. Yulee Huyett were recently elected to membership in the Chamber of Commerce.

Baltimore, Md.—The first consignment of new western corn was received Oct. 23 by the Louis Muller Co. from southern Illinois. The corn was white and graded steamer.

MICHIGAN.

Prescott, Mich.—The Prescott Eltr. Co. incorporated, capital stock \$10,000.

Bad Axe, Mich.—The car shortage is very serious here for the grain shippers.

Unionville, Mich.—The Saginaw Milling Co. has bot the eltr. of the Pere Marquette Railroad Co.

Charlotte, Mich.—Buyers in this county have refused to receive any more beans, because the banks will not cash Bs/L.

Detroit, Mich.—Rules governing the re-consignment of grain at this city have been issued in tariff No. 1334 by the P. C. C. & St. L., effective Nov. 16.

Tawas City, Mich.—J. B. Madill of the Michigan Cereal Co., of Port Huron, has bot two lots and commenced the erection of a grain eltr. It will be 65x40 ft. in size. It will have a gasoline engine to furnish power.

Carson City, Mich.—The eltr. of the Rockafellow Grain Co. narrowly escaped being burned Nov. 1. Had it not been for a private fire protection the whole plant would have been burned. The section where potatoes and general produce is stored was damaged to the extent of \$1,500. The loss is covered by insurance.

MINNEAPOLIS.

Fire broke out in the old eltr. of the Minnesota Linseed Oil Co. on Oct. 28.

Edward W. Sumner died Oct. 30, from a nervous breakdown. He was 43 years old. He had been ill only two weeks.

Mills have not closed generally, as rumored, a few curtailing their output because buyers find it difficult to meet sight drafts.

The biggest car of flaxseed received at Minneapolis this season arrived Nov. 7 consigned to D. R. Wagner & Co. The car contained 101,000 lbs. and was shipped from Gary, S. D.

A preliminary hearing of the suit by the Chicago Board of Trade against the Superior Board of Trade to prevent the alleged wrongful use of its continuous grain quotations was begun here Oct. 31 before the clerk of the U. S. District Court.

The National Bank of Commerce has brot suit against the Great Northern Ry. to recover \$8,000 damages for alleged illegal delivery of grain to the Geo. E. Tileston Milling Co. of St. Cloud, when the grain had been received by the railroad company for the Imperial Eltr. Co., whose drafts on the milling company were discounted by the bank.

The directors of the Chamber of Commerce on Oct. 28 adopted the following resolutions: "All trading in privileges or

puts and calls is prohibited upon the exchange floor of this ass'n." "What is known as curb trading, before or after the regular session, is prohibited." "Fifteen minutes shall be allowed after the close of the regular session for the settlement of trades."

On the expulsion of M. C. Wright from membership in the Chamber of Commerce arrangements were completed to have the business continued by H. W. Dezotell, but the directors of the Chamber objected to Mr. Wright having an interest, and Mr. Dezotell will not succeed Wright. It is said that Wright at one time was connected with the old bucket-shop firm of Edwards, Wood & Co.

Judge Brooks has granted an injunction restraining 16 alleged bucket-shop operators from getting, using, posting or disseminating the quotations of the Chamber of Commerce. Judge Brooks' injunction applies against the following alleged bucket shops: Langley Co., C. L. Bowman & Co., H. S. Zoller & Co., H. G. Thomas & Co., W. S. Daggett & Co., Joseph W. Sullivan, Benjamin C. Elder, John Leahey, Frank Thomas, Northwestern Stock, Bond & Grain Exchange, Andrew Lidell, Michael Shelley, F. C. Bowker, S. S. Johnston, J. E. Wells & Co., the Minneapolis Independent Grain & Stock Exchange, and H. M. Ward. One of the defendants, the W. S. Daggett Co., asserts that it has the right to receive the 15-minute quotations over the ticker, and the court reserved its decision on this point.

At a conference of grain men in the directors room of the Chamber of Commerce it was decided to adopt the certificate plan in dealing with interior eltrs., and on Nov. 7 the country eltrs. resumed buying. Money became easier on Monday, Nov. 4, and receivers paid drafts against Bs/L. The Minneapolis rate for New York exchange, which had been \$2.50 discount, fell to \$1. The line eltr. companies had sent notice to agents to stop buying grain and storage tickets until the restrictions placed upon cash payments by banks were modified or removed. In the meantime agents were authorized to take grain from growers for storage. The grain companies were forced to take this step thru the agreement by the banks of Minneapolis, Duluth and St. Paul to issue clearing house checks and retain currency in their vaults.

MINNESOTA.

Browns Valley, Minn.—T. Bailey will erect an eltr.

Rushmore, Minn.—The Skewis Grain Co. has succeeded Rust Bros.

Welch, Minn.—The Columbia Eltr. Co. has succeeded E. W. Sumner.

Good Thunder, Minn.—J. H. Cornell will buy wheat for R. L. Houk.

Biscay, Minn.—Max Ransinger and Wm. Gessell are erecting an eltr.

Dumont, Minn.—The Columbia Eltr. Co. has succeeded E. W. Sumner.

Canby, Minn.—The Mutual Eltr. Co. has succeeded the Hanson Eltr. Co.

Mankato, Minn.—Judge Lochren has appointed F. K. Meagher trustee in the bankruptcy proceedings against the Mankato Malting Co., the former trustee, O. H. Osmundson surrendering possession.

St. Paul, Minn.—Millers have complained to the state railroad and warehouse commission that the grain inspec-

tors have been passing frosted kernels in No. 1 and No. 2 wheat. The commissioners will give the millers a hearing Nov. 12.

Belle Plain, Minn.—The Skewis Grain Co. has succeeded McLaughlin, Ellis & Co.

Cokato, Minn.—John A. Peterson has taken charge of the eltr. of the Cokato Eltr. Co.

Bigelow, Minn.—O. C. Forsberg, formerly mgr., has succeeded McLaughlin, Ellis & Co.

Kerkhoven, Minn.—L. S. Mooers & Co. have succeeded L. M. Summers in the grain business.

Bird Island, Minn.—The Columbia Eltr. Co. has succeeded E. W. Sumner in the grain business.

Benson, Minn.—The Benson Market Co. has installed an Avery Automatic Scale in its eltr.

Walnut Grove, Minn.—G. W. Van Dusen & Co. have opened their house with J. S. Foster as agent.—M. W. Grant, agt. Jennissen Bros. & Co.

St. Paul, Minn.—The inspection of railroad scales thruout the state has been finished by the railroad and warehouse commission, under the new law.

Rice, Minn.—Louis Chirhart has resigned his position as wheat buyer for John Gazett. He will remove to Royalton, where he will work for I. W. Rouck.

Little Falls, Minn.—The business men of this place held a meeting recently, for the purpose of discussing the question of opening the Retail Merchants Ass'n eltr.

Hartland, Minn.—I have bot the warehouse of the Waterloo & Cedar Falls Mill Co. Everett, Aughenbaugh & Co. have not been operating here for 3 or 4 years.—G. T. Harris.

Fosston, Minn.—Andrew Thronsen has taken charge of the local warehouse of the St. Anthony & Dakota Eltr. Co. J. A. McBrady left for North Dakota to engage in similar work there.

Duluth, Minn.—The heaviest car of grain ever received at this market was unloaded recently at Eltr. S. It contained 133,700 lbs. of No. 1 durum wheat. The car was C., M. & St. P. No. 85,740, of 80,000 lbs. capacity.

Owatonna, Minn.—The Myrtle Grain Co., of Albert Lea, will erect an eltr. with a capacity of 20,000 bus. at the new town on the Chicago, Rock Island & Pacific railroad tracks, 7 miles north of Ellendale, and 9 miles south of this place. Steps will be taken to have a farmers eltr. at this station.

St. Paul, Minn.—The Supreme Court of the United States will give a hearing Dec. 2 in the case of Edward T. Young, atty-gen. of Minnesota, alleged to be in contempt of court in having taken steps to enforce the Minnesota rate law after its enforcement had been enjoined by the federal district court.

Elbow Lake, Minn.—The Nerliens Grain Eltr. & Feed Mill has been bot by a local party and will soon be in operation after being idle for nearly a year. The Elbow Lake Farmers Grain Co. has installed a 10-h.p. gasoline engine to take the place of the 5-h.p. formerly used.—Agt. Minneapolis & Northern Eltr. Co.

Crookston, Minn.—Senator A. D. Stephens of the Crookston National Bank has suggested to L. D. Marshall of the National Eltr. Co. that the eltr. companies offer the farmers free storage for flaxseed and wheat until ready to pur-

chase, and that the banks will advance 80% of the market value if the farmers wish to hold.

Winona, Minn.—The additions to the storage of the Winona Malting Co. will increase the capacity from 400,000 to 750,000 bus. The eltr. space is badly needed, as for some weeks the eltr. has been filled. The drop in the price of the grain has not affected the company, since the malt had been sold for future delivery. The output of malt is to be increased from 1,000,000 to 2,000,000 bus. a year.

Duluth, Minn.—The Duluth Board of Trade was the only one of the grain exchanges in the United States to close on account of the money stringency. The export business, largely in durum wheat, which is the leading business, is financed thru New York, and the placing of the New York banks on a clearing house basis was felt instantly here. Unable to get money from the east the receivers here were unable to pay out for grain arriving. After having been closed for a week the Board re-opened Nov. 4.

Hallock, Minn.—Lawrence Peterson, agent for the Imperial Eltr. Co., met with a serious accident Oct. 19. In reaching to shut off feed while his attention was directed to the unloading of grain, he put his hand into an opening in the casing of the eltr., and it was caught by the cups. He grasped the cup with his other hand and as the belt was slack he managed to hold it from turning until others shut off the power. His hand was cut and bruised, but had he not been able to hold the belt he would have lost an arm.

Duluth, Minn.—Melvin J. Forbes, formerly pres. of the Board of Trade, associated with Spencer, Moore & Co., and afterward pres. of the Consolidated Eltr. Co., died Nov. 5. Ill health, due to overwork, compelled him to resign his position with the Consolidated Eltr. Co. in August, and give up active work in the grain trade, with which he has been identified since 1874. Resolutions of respect and esteem were adopted by the Board, whose members sympathize with his bereaved wife, and the Board closed at noon to attend the funeral ceremony.

MISSOURI.

Watson, Mo.—Bayless & Bayless are building an addition to their eltr.

Etah, Mo.—Aug. Strasser, who has been buying wheat for some time, is building an eltr.

St. Louis, Mo.—The J. H. Teasdale Co. of East St. Louis, has decreased its capital stock from \$100,000 to \$50,000.

St. Joseph, Mo.—It is said that R. A. Potts, assistant grain inspector at Kansas City, is to be transferred to this city.

Carthage, Mo.—The Forest Mill has completed its new 5,000-bu. eltr. The company is also erecting a 5,000-bu. corn crib.

Watson, Mo.—J. F. Hunter & Co. are doing a scoop-shovel business, shipping to Slack-Fuller & Co. Bayless & Bayless are the regular dealers.

Kansas City, Mo.—The K. C. S. Eltr. Co., incorporated, capital stock \$25,000; incorporators, J. A. Edson, S. W. Moore E. F. Cost and others.

St. Louis, Mo.—December wheat fell last week to a discount of 10½ cents under May delivery, owing to lack of funds with which to carry the near-by option.

Kansas City, Mo.—A commission firm acting for a southern exporter was unable to pay for a lot of 30,000 bus. of wheat

when tendered on contract, and the seller sold out the grain on the Board of Trade "for the account of whom it may concern," at several cents under the market.

Kansas City, Mo.—The Kansas City Board of Trade on Oct. 26 adopted a rule providing for a minimum rate of 6% interest on advances made upon shipments to this market.

Carthage, Mo.—W. H. Miller has completed a two-story building, which will be used for the storing of feed stuffs and grain. The building is of brick and has a capacity of 40 tons of grain, and other feed stuffs. It also has an eltr.

Kansas City, Mo.—The Board of Trade discharged 5 telgraf operators Nov. 2, who were employed to operate the grain wires when the Western Union men went on strike. It is said the telgraf company now is in position to furnish its own men.

St. Louis, Mo.—The Missouri Railroad and Warehouse Commission has ordered the railroads to desist from making a rental charge for cars in addition to hauling, switching and demurrage, within the state, so far as requiring its payment by shippers was concerned.

St. Louis, Mo.—After a conference with the grain committee recently the Missouri State Railroad and Warehouse Commission informed the Merchants Exchange that no change could be made in the grading of wheat when the eltrs. are full of grain. The committee had requested that a change be made in the grading of red Russian wheat.

Kansas City, Mo.—Fred H. Tedford was reinstated as chief grain inspector at this city by the Supreme Court of Missouri Oct. 30. As his term expired at midnight Oct. 31 he made no effort to assume the office, and H. C. Nunn, who was appointed in his place Jan. 8, continued at work. Nunn has been re-appointed for 4 years. The court decided that Mr. Tedford's removal from office was illegal, the evidence having been insufficient. The charges of irregularities were brot against Tedford by two employees he had discharged, and the railroad and warehouse commissioner discharged Tedford at 11 o'clock one night without a hearing, and apparently for political reasons.

MONTANA.

Hinsdale, Mont.—Mr. Connelly is erecting a grain warehouse. The building is 20x40 ft.

Stockett, Mont.—The Royal Milling Co., of Great Falls, will erect a 10,000-bu. eltr. to cost between \$2,500 and \$3,000.

Mondak, Mont.—The Valley Mercantile & Lumber Co. is remodeling its big warehouse into what is known as a "flat-house."

Bozeman, Mont.—H. S. Buell, formerly of Buell & Morse, Livermore, Ia., has removed to this place, and is handling fancy seed oats, in car lots.

Lewiston, Mont.—Merdon is the name of a new town which will be built on the Billings-Northern railway, seven miles from Moore. The Royal Milling Co., of Great Falls, will erect an eltr. at that place.

NEBRASKA.

Omaha, Neb.—The Updike Commission Co. has let the contract for a strictly private telgraf wire with no loop or drop connections, between its Chicago

and Omaha offices. It will be the only exclusively private wire between the two cities.

Crofton, Neb.—C. E. Rissler of Sioux City, Ia., will engage in the eltr. business here.

Loup City, Neb.—E. G. Taylor, grain dealer, has bot the Loup City flour mills from Parshall & Sons.

Grand Island, Neb.—The T. B. Hord Grain Co., of Central City, has bot the eltr. of the Sears Grain Co.

Beatrice, Neb.—The R. Davis Grain Co. has moved its scales and office a block south of its present location.

Kearney, Neb.—J. S. Pederson, auditor of the Omaha Eltr. Co., has removed from Grand Island to this place.

Elmwood, Neb.—I have bot D. Smith's eltr. at Elmwood and have re-entered the grain business.—E. P. Betts, Eagle, Neb.

Omaha, Neb.—E. A. Nordstrom, sec'y of the Nebraska Hay & Grain Co., has applied for membership in the Grain Exchange.

Lincoln, Neb.—The state railroad commission on Nov. 1 refused to permit the railroads to put a reconsignment schedule into effect.

Omaha, Neb.—C. A. Addington, of the Wilson Grain Co., of York, will open an office here for that company, and has joined the Grain Exchange.

Madison, Neb.—The Farmers Eltr. Co., recently organized, has bot the eltr. of Thos. O'Shea and Pat Murphy, for \$7,500. James Mattison is the manager.

Omaha, Neb.—Tight money has temporarily bottled up the cash grain business on the Grain Exchange, the banks refusing to pay out cash to the country for grain.

Fremont, Neb.—The Nye-Schneider-Fowler Co. is erecting a 130,000 bu. addition to their eltr. which will double its capacity. The addition will be 30x140 ft. in ground dimensions and 50 ft. high.

Omaha, Neb.—J. T. Buchanan, sec'y of the Omaha Eltr. Co., has applied for membership in the Grain Exchange. Mr. Buchanan was promoted to succeed A. H. Bewsher as sec'y of the company upon the resignation of the latter to go into the grain business on his own account.

Lincoln, Neb.—After hearing argument on both sides in the injunction suit brot by the railroads against the Nebraska State Railroad Commission, the federal court at St. Paul decided to postpone the case until January, and nothing will be done until that time in the matter of reducing the grain rates.

Lincoln, Neb.—The Northwestern road has appealed from the order of Judge Westover directing the company to furnish to Frank Dabney of Stuart 5 cars daily for the shipment of hay. The railroad alleges that it is not in the jurisdiction of the district court to mandamus a railroad in this way; but that the duty devolves upon the railroad commission.

Omaha, Neb.—The Farmers Co-operative Shipping Ass'n of Gretna on Oct. 26 recovered judgment against the Geo. A. Adams Grain Co. for \$3,371 due for grain shipped. The company got into trouble when its agent, O. C. Higbee, absconded, leaving its accounts in a tangle. The house at Gretna now is operated by the Gretna Eltr. Co.

Omaha, Neb.—Large sales for export have been made recently by members of the Omaha Grain Exchange, it is reported, on Omaha inspection, owing to the

improved reputation of Omaha certificates. The inspection at Omaha is non-political, being controlled entirely by the Grain Exchange, which is interested in building up the Omaha market.

Cook, Neb.—"A gasoline engine in the L. A. Hanks eltr. blew up and wrecked the inside of the building," is the report in a daily paper of an accident regarding which the proprietors, L. A. Hanks & Co., write: "Our gasoline engine did not blow up. The two bolts holding the connecting rod to crank shaft broke and the end of the connecting dropped down. When the crank came around, running at full speed, it struck the end of the connecting rod and broke up the engine to some extent; but there was no explosion of any kind."

Humboldt, Neb.—Cooper & Linn will dissolve partnership. The partners are O. A. Cooper and Claude M. Linn. By the terms of the agreement the former takes over the mill and eltr. here, the electric lighting plant and the 100-acre farm south of the city. Mr. Linn gets the line of 14 eltrs. along the Burlington railroad in the southern part of the state and the farm west of the city. Mr. Linn will continue to reside here for the present and manage the business from this point.

NEW ENGLAND.

Dalton, Mass.—The building of Griswold & Adams, grain dealers, was burned recently.

Brockton, Mass.—Winfred E. Bryant has bot the hay and grain business of the late Arthur D. Copeland.

Hinsdale, Mass.—Shedd & Hastings have dissolved partnership. Howard E. Hastings will continue the business alone.

Boston, Mass.—Geo. W. Gilmore of W. K. Gilmore & Sons, Wrentham, Mass., has applied for membership in the Chamber of Commerce.

West Stockbridge, Mass.—J. F. Bosidy, a grain dealer, received a car of corn recently, which had been on the road about 6 weeks. The corn had become wet from the heavy rains and had sprouted.

Wilmington, Vt.—The Berkshire Coal & Grain Co. of North Adams, Mass., with Perry Z. Whitney, have started a branch grain, flour and feed business at this place. The firm name is the Deerfield Valley Grain Co.

NEW JERSEY.

Newark, N. J.—We have succeeded Thos. L. Hawkins & Co.—P. J. Edwardsen & Co.

Sussex, N. J.—The Beemerville Feed & Supply Co., incorporated, capital stock \$100,000; incorporators, W. D. Haggert of Beemerville; P. Armstrong and D. C. Howell of this place. The company will engage in the flour, feed and grain business.

NEW YORK.

Albany, N. Y.—The eltr. of W. Newton Vanderzee will soon have its foundation completed.

Brooklyn, N. Y.—Pardon Bros., formerly in the grain business at the foot of N. 8th street, have removed.

Buffalo, N. Y.—No buyers appearing, the sale of the Niagara Mill & Eltr., which was to have been held Oct. 28, has been postponed.

Buffalo, N. Y.—The public utilities commission has been requested to im-

prove terminal facilities by the extension of the Buffalo Creek Railroad. The Corn Exchange and the Millers Ass'n have joined in the petition.

Buffalo, N. Y.—The state public utilities commission has directed the railroads to formulate a general rule for the distribution of cars.

Lockport, N. Y.—A wheat tank of the Franklin Mills Co. was burned with the remainder of the plant Nov. 5. Loss, \$250,000; partly insured.

Buffalo, N. Y.—The Burns Grain Co., incorporated, capital stock \$100,000; incorporators, Henry T. Burns, John G. Burns and Basil L. Burns.

Buffalo, N. Y.—The Electric Grain Eltr. Co. will install a grain drier of 7,000 bus. capacity, and will be the only house on the water front equipped with a drier.

Auburn, N. Y.—The Dean-Delamater Co., incorporated; incorporators, Frederick D. Parker, B. A. Dean Irving Delamater and W. H. Dean. The company will deal in hay, grain and coal.

Buffalo, N. Y.—Switching charges have been cut in two by the New York Central Railroad in a new local freight tariff, evidently fearing that the new utilities commission would make some such order following the broad light that has been thrown on railroad exactions at recent hearings.

Attica, N. Y.—The malt eltr. and storage building operated by C. H. McLaughlin of Buffalo was burned Oct. 22, at 8 o'clock p. m. The eltr., a 60-ft. tower, was filled with \$8,000 worth of barley. The flames, shot up the staircase and burst from every window. The fire then enveloped the storage building in which was stored bags of malt ready for shipment. Several cars on the siding running into the eltr. were pulled out of danger. The loss is \$18,000; partly insured.

New York City.—The spot grain market is almost at a standstill and in a number of instances commission firms have refused to pay drafts. Commission rates during this period of financial excitement have been raised. The car situation between here and Buffalo is as bad as it was any time during last year, which points to no particular change in the car situation during the winter months. Telegraph service has improved. We are getting fairly good service between Exchanges during business hours. The financial situation is improving and we believe so far as New York is concerned that the worst has passed.—W. F. R.

BUFFALO LETTER.

It is stated that B. J. Burns will travel in Europe for a rest and then perhaps go into other business.

It is the car shortage that is said to make New York December wheat so much higher than Chicago, as it is feared that deliveries cannot be made.

It is estimated that Buffalo now ships 200,000 bus. of grain a day for export, but it would increase this amount very much if the roads were prepared to handle it.

The Lackawanna Mill & Eltr. Co. has about wound up its business and is not expected to resume, so there are now two idle feed mills and transfer houses in the Black Rock district.

The money situation has hurt the mill-feed situation, so that some of the leading concerns are not quoting feed. They are safe enough, as they can sell it fast

enough spot, tho it is not quite as strong as it was last month. It is expected to recover as soon as business becomes normal again.

The Electric Eltr. Co. is preparing to put in a steam plant, so that a drier can be added, which will increase its efficiency very much.

The canal is doing all it can to relieve the grain congestion, but the fleet is small and is able to command its own rates. Rates advanced to 5½ cents on wheat and flaxseed to New York this month.

The eltrs. have handled about 1,000,000 bus. more grain than they did last season to date and the track movement from the West is fair. One day lately there were 29 cars of corn and 23 of oats offered for inspection.

The grain trade would be good if the attitude of the banks was better. Some shippers say that their banks are taking care of them, while others are complaining and saying that if there is anything solidier than grain to advance money on they do not know what it is.

It is the falling off in oats this season that has kept the lake receipts down, outside of car shortage. Some seasons the oat crop is as large as either wheat or corn, but now the amount received for the season is from one-third to one-fifth of corn or wheat and it is only about one-third of the amount of oats received in the past two years.

The barley and malt situation is very uncertain and will be till it is settled whether it is safe to buy barley at these prices and after that to get the barley. The new malt house and eltr. of the Francis Perot Malting Co. are being rushed forward to completion before the opening of the lake season and it is now said that they will be done in time to take in a stock of barley before the close of navigation.

The hearings before the State Public Service Commission have already done much to encourage shippers, especially as the roads are inclined to co-operate with it in giving the shippers better service, but if there is more business offered than the roads can handle, what can be done? There are many roads making an effort to keep their cars from straying, but the Erie road has gone farthest in the matter, by first refusing to take cars for delivery to other roads and then not even taking them for points on its own line. The embargo was expected to be raised with the beginning of this month, but it now seems as firm as ever.

The eltr. situation is a very peculiar one just now. In the first place all the houses there, being 20 active ones in the harbor, are practically full of grain, on account of car shortage. The State Public Service Commission, to relieve the local shippers, directed that no more contracts for thru grain be taken by the roads till the 4,000,000 bus. of local grain was moved, which may take three weeks, tho a single eltr. reports that it could load out the entire amount in that time if cars were plenty. Of course the western shippers are not anxious to run up against a wall, and are not sending any more grain here than they must, but enough comes in to keep the eltrs. so full they are not looking for winter storage. It is expected there will be enough later at 2 cents in steel houses to April 15th and as much less in the wooden houses as the extra insurance costs.—J. C.

NORTH DAKOTA.

Ambrose, N. D.—Miller & Sons will erect a 30,000-bu. eltr.

Crosby, N. D.—The Kenmare Eltr. Co. will erect a large eltr. here.

Columbus, N. D.—Knapp & Coughill will erect a large grain eltr.

Bismarck, N. D.—Madden & Kain have engaged in the grain business.

Goodrich, N. D.—The Goodrich Grain Co.'s new eltr. has been opened.

Carpio, N. D.—We have had plenty of cars here this season.—L. B. Yefun.

Harvey, N. D.—The Harvey Milling Co. is building a large grain warehouse.

Kulm, N. D.—Beckler & Brost have succeeded G. J. Dobler.—Farmers Eltr. Co.

Balfour, N. D.—An addition is being built to the eltr. of the Osborn-McMillan Eltr. Co.

Kempton, N. D.—Jack McConnell has taken charge of the eltr. of the Cargill Eltr. Co.

Medina, N. D.—This company will build an annex.—H. A. Glade, agt. Powers Eltr. Co.

Carrington, N. D.—Andrews & Gage have installed a new cleaner in their eltr.—C. S. Knudsen.

Clement, N. D.—I have heard the farmers will build a grain eltr. here next year.—Albert H. Nelson.

McHenry, N. D.—The Dutee Grain Co. is talking of installing a Monitor Cleaner.—Farmers Eltr. Co.

Buchanan, N. D.—The Lyon Eltr. Co. will erect an eltr.—T. M. McLaren, agt. The Narch Eltr. Co.

Hazleton, N. D.—The Victoria Eltr. Co. will erect a 40,000-bu. addition to its eltr., 26x40 and 40 ft. high.

Berthold, N. D.—Andrews & Gage have bot the eltr. of John Taylor.—A. D. Anderson, agt. Andrews & Gage.

Edgeley, N. D.—The Lyon Eltr. Co. has its eltr. completed and ready for business. John McPhee is the agent.

Mantador, N. D.—A new eltr. is being talked of by the farmers.—E. J. Smart, agt. Osborne-McMillan Eltr. Co.

Fairmount, N. D.—A. E. Johnson has removed from Wahpeton to this place to take the management of the Fairmount Grain Co.

Bordulac, N. D.—Roach & Ferguson have leased the eltr. of the Carrington & Casey Land Co.—F. Tansley, agt. Atlantic Eltr. Co.

Kenaston, N. D.—C. D. Pals, formerly mgr. Cargill-Robb Eltr. Co. at Kenmore, has opened his new eltr. here and is now taking in grain.

Bathgate, N. D.—The Bathgate Flour Mill Co. has discontinued the grain business.—M. B. Fee, agt. Minneapolis & Northern Eltr. Co.

Ambrose, N. D.—The Farmers Eltr. Co. will soon be incorporated. The company is now buying grain at the Imperial lumber yard office.

Minot, N. D.—Over 100,000 bus. of flaxseed has been marketed here so far this fall.—N. Y. Thorson, mgr. Minot Farmers Grain Ass'n.

Pickert Siding, Blabon P. O., N. D.—I am now located at this place instead of

Everdell. The company built a 26,000-bu. eltr. here this fall and filled it with grain in 8 days.—J. C. Walters, agt. Amenia Eltr. Co.

McCumber, N. D.—The Imperial Eltr. Co. has removed its house from this place to Hong Sta, York P. O.—J. A. Larson, agt. Amenia Eltr. Co.

Conway, N. D.—The Cargill Eltr. Co. has taken down and removed its house and is out of business here.—D. Wud, agt. Northland Eltr. Co.

Hunter, N. D.—The Great Western Eltr. Co. may rebuild its burned eltr. and the Cargill Eltr. Co. may build an annex.—C. A. Tubbs, agt. Cargill.

Olmstead, N. D.—Brady & Paulson have bot the eltr. of Honstain Bros. Last year this house was rented by the Duluth Eltr. Co.—Frank E. Fee Co.

Calvin, N. D.—W. R. Hendry has moved his eltr. on a new site and is ready for business. It has a capacity of 20,000 bus.—Fred Lundberg.

Berwick, N. D.—The Farmers Eltr. Co. has engaged in the grain business here with an eltr. of 50,000 bus. capacity.—W. Pitts, agt. Heising Eltr. Co.

Burlington, N. D.—The Burlington Farmers Eltr. Co., incorporated, capital stock \$10,000; incorporators, John Miller, John Werner and Bennie Olson.

Clifford, N. D.—We are up against a car shortage again this year, have had very few cars so far and do not expect any relief very soon.—F. M. Smith.

Josephine, N. D.—This company has just completed an 18,000-bu. annex to its eltr. and it is now in good running order.—J. C. Stearnes, agt. Andrews & Gage.

La Moure, N. D.—The La Moure Milling Co. will erect a 40,000 bus. eltr. this fall or early next spring at this place and one or two west of the city.

Calvin, N. D.—T. A. Brann and the St. Anthony & Dakota Eltr. Co. have both installed cleaners in their eltrs.—A. A. Jamme, agt. The National Eltr. Co.

Burlington, N. D.—The Burlington Farmers Eltr. Co., incorporated, capital stock \$10,000; incorporators, John Miller, John Werner, Ben. Olson and others.

Ashley, N. D.—Gott Becker has bot the eltr. of Lehr, Nagel & Co.; and we have bot the eltr. of the Osborne-McMillan Eltr. Co.—C. S. Johnstone & Sons.

Crary, N. D.—Frank O'Keefe is agt for the Minneapolis & Northern Eltr. Co., D. C. McLeod having resigned.—D. W. Hunter, agt. St. Anthony & Dakota Eltr. Co.

Hong Sta., York P. O., N. D.—Knutte Hofto of McIntosh, Minn., will take charge of the eltr. of the Imperial Eltr. Co.—L. A. Hansen, agt. Imperial Eltr. Co., Knox.

McClusky, N. D.—This company is building an annex to its eltr. of 15,000 bus. capacity, to be used also for feed and flour.—F. A. Wiest, agt. Great Western Eltr. Co.

Carrington, N. D.—We built a 15,000-bu. addition to our eltr. this summer, making the capacity 45,000 bus.—Fred Beier, mgr. the Hammer-Halverson-Beier Eltr. Co.

Clyde, N. D.—The Occident Eltr. Co. has bot the business of the Westfall & Durbin Eltr. Co. Wilson & Winkeweder are scoopers.—F. E. Warren, agt. Duluth Eltr. Co.

Kramer, N. D.—Broderon & McDermont have enlarged their coal shed. The

Farmers Eltr. Co. has doubled its capacity and installed a conveyor screw to draw the grain out of its new annex.—C. L. Broderson, of Broderson & McDermont.

Courtenay, N. D.—The Minnesota Eltr. Co., and the Lyle Eltr. Co. have both built new eltrs. Wm. Jones has the foundation laid for the erection of an eltr. this fall.—C. H. Prosser.

Marion, N. D.—The D. S. B. Johnston Land Co. has erected a 40,000-bu. eltr., giving the company a double eltr. with a capacity of 80,000-bu.—J. E. Duncan, agt. Amenla Eltr. Co., Litchville, N. D.

Cooperstown, N. D.—The Hammer-Halverson-Beier Eltr. Co. has built a 40,000-bu. eltr. Carl Johnson is agt. this year for the Monarch Eltr. Co.—C. A. Hall, agt. Great Western Eltr. Co.

Woburn Sta., (no. P. O.) N. D.—I have taken up my 8,000-bu. warehouse at Flaxton and moved it to this station. The Ruby Milling Co. has an eltr. here of 30,000 bus. capacity.—R. A. Grams, of Bowbells.

Bisbee, N. D.—The Farmers Eltr. Co. has been organized and has bot the eltr. of the Imperial Eltr. Co. The St. Anthony & Dakota Eltr. Co. has installed a cleaner in its eltr.—H. E. Clark, agt. Heising Eltr. Co.

Bottineau, N. D.—McCabe Bros. have enlarged the capacity of their eltr. by building a 20,000-bu. annex. The Farmers Eltr. Co. has bot the eltr. of the McLaughlin Eltr. Co., and is now operating it.—John A. Cole.

Fargo, N. D.—The Great Western Eltr. Co., and John Zieske, tenant, are defendants in a suit brot by P. Hartstein, landlord, to recover the value of 275 bus. of flaxseed, being the landlord's one-half of the crop.

Harvey, N. D.—Chris. Boettcher built a 20,000-bu. eltr. off track this season. The Osborne-McMillan Eltr. Co. built a 35,000-bu. addition, and the Harvey Milling Co. built 10,000 bus. to its storage capacity this fall.—S. S. Renfrow.

Pickert Sta., Blabon P. O., N. D.—Two eltrs. have been built at Pickert Siding by the Northwestern and the Amenla Eltr. Cos.; and the Northwestern Eltr. Co. has built an annex of 12,000 bus. capacity.—P. M. Olson, agt. A. O. Cornell, Blabon.

Napoleon, N. D.—I shall buy an eltr. or build a new house next year. I expect to go west of the river. I bot the eltr. here of A. Owen Aug. 20 and sold to Johnstone Eltr. Co. Oct. 1. I am running the house for them until June 1.—W. M. Noddings.

Cavalier, N. D.—I had my house reshingled this summer. No other improvements have been made at this point. I get considerable information out of the Grain Dealers Journal that I would not get if I were not taking the Journal.—E. F. Hamilton.

Northwood, N. D.—N. O. Nelson is the new agent for the Cargill Eltr. Co. P. Helland of Langdon, is in charge of the eltr. of the St. Anthony & Dakota Eltr. Co. All grain firms here have stopped paying cash for grain, owing to financial situation in the east. Cars are very scarce.—F. P. Haan, agt. the Heising Eltr. Co.

Bowbells, N. D.—T. Stromset has bot the Eltr. of R. B. Burger, formerly off track, and moved it to the Soo track. The Osborne-McMillan Eltr. Co. has built a 25,000-bu. annex. R. E. Knowlton is not doing business this season on

account of the splitting up of the territory by the G. N. paralleling the Soo within 6 miles of this and some other points.—R. A. Grams.

Coteau, N. D.—Eltrs. have been erected here by the St. Anthony & Dakota Eltr. Co., 35,000 bus.; National Eltr. Co., 30,000; Farmers Eltr. Co., 30,000 bus.; R. A. Grams, warehouse 8,000 bus.; and the Frable Eltr. of 30,000 bus. is under construction.—R. A. Grams.

Berthold, N. D.—The Berthold Farmers Eltr. Co. will move its eltr. in the spring and at that time will build a 30,000-bus. annex, also a feed mill, flour and coal sheds, and improve the old eltr. by putting in another leg and an automatic scale.—G. H. Cross, mgr., the Berthold Farmers Eltr. Co.

Omemee, N. D.—Wm. Cole's eltr. was bot by the Homestead Eltr. Co. and is being operated on the Soo. John Taylor's eltr. was sold to the Acme Grain Co., Herman Otto, agent. The plant of the Heising Eltr. Co. was burned last spring and not rebuilt.—R. R. Corry, agt. St. Anthony & Dakota Eltr. Co.

Bowdon, N. D.—Stollar & Co. have bot the eltr. of H. N. Brownlee; and the Lyon Eltr. Co. has bot the house of the Gribbin-Alair Grain Co. W. H. Quain has enlarged to 50,000 bus. capacity, and the Occident Eltr. Co. has a new house of 40,000 bus. capacity.—A. D. Priest, agt. Great Western Eltr. Co.

OHIO.

Kirkwood, O.—I am putting in an Ohio Sheller.—T. B. Marshall.

Norwood, O.—I have succeeded J. W. Tidball & Co.—Henry Feldman, Jr.

Melvin, O.—We will not buy corn until the first of Dec.—J. W. Channell.

Swanders, O.—We have some grain yet to ship, but are short on cars.—E. L. Allton.

Toledo, O.—During the financial flurry this city has taken care of all grain drafts.

Washington C. H., O.—New corn will not be fit to handle until Dec. 1.—C. E. Lloyd.

Rosewood, O.—Have 40,000 bus. of grain in eltr. and can't get it out.—G. O. Weimer.

Antwerp, O.—We have reduced price enough to check the marketing of grain for a time.

Minerva, O.—I have succeeded Weston & Dennis, the former having retired.—Len Dennis.

Sidney, O.—The Miami Valley Grain Co. has 20,000 bus. of grain still on hand.—Geo. Allinger.

Jackson Center, O.—We do not expect to buy any corn before Jan. 1.—Allinger & Threlkeld.

St. Paris, O.—We have shut off and are not trying to buy any grain.—A. C. Brown, McMorran Bros.

Rosewood, O.—The markets are bad and I have a lot of high priced oats on hand.—Geo. E. Stephenson.

Criderville, O.—We need cars more than anything else. No trouble about money.—E. F. Reichelderfer.

Lima, O.—M. H. Long of Clutter & Long suffered a stroke of apoplexy last week, but is able to be about.

St. Paris, O.—If this slump in prices and the tight money market had come six weeks later and the dealers had had on hand a lot of new corn where would

we be? Believe the dealers will learn a lesson from this.—J. Duncan. Prices may drop again six weeks hence.

Fletcher, O.—We simply tell the farmers we do not care to handle grain at the present time.—Joe F. Coppock.

London, O.—Farrar & Watts have bot from the Avery Scale Co. an automatic scale with a capacity of 1,000 bus. per hour.

Toledo, O.—Edward Spear, a member of the Produce Exchange, and formerly engaged in the grain business, died recently.

Akron, O.—The Muscatine Grain & Eltr. Co., incorporated, capital stock \$25,000; incorporators, Floyd E. Stine and others.

Bowling Green, O.—Ed Baldwin of Weston, O., and others have incorporated a company and will build an up-to-date eltr.

Earley, O.—I am not in the grain business, having sold my eltr. to James Weaver, who is operating the house.—J. L. Cridler.

Conover, O.—Have been in business over 20 years and it's the first time I ever saw a scarcity of card bids.—Joe Wolcott.

Alexandria, O.—J. T. Reese and J. D. Loyd are not shippers of grain or hay, tho so reported by a mercantile agency.—P. M. Ashbrook.

Toledo, O.—Judgment against the United Grain Co. on a promissory note for \$3,487 was recently awarded Anna Davis by Judge Sater.

Toledo, O.—Seth Cuddeback, a member of the Produce Exchange and for many years engaged in the grain trade, died Nov. 7, after a long illness.

Rockford, O.—We are trying to induce farmers to hold grain until prices settle. Have a good corn crop but it is late and drying slowly.—C. L. Behymer.

Green Camp, O.—G. W. McKee of Wooster has bot a half interest in the Green Camp Independent Eltr. & Supply Co., and will remove to this place.

Cincinnati, O.—I am extremely busy now, looking after our finance; not soliciting any new business whatever.—The Union Grain & Hay Co., W. W. Granger manager.

Milford Center, O.—We were annoyed this last harvest by S. A. Muff's men buying oats on Big Four. They got lots of wheat and oats at Irwin, 5 miles south.—E. M. Fullington & Co.

Weston, O.—The Weston Eltr. & Milling Co., is to be incorporated by the new proprietors of the Crescent Mills. A. M. Keener, pres.; A. E. Cole, vice pres., and treas., J. R. Cole, sec'y and manager.

Toledo, O.—I believe the worst of the financial flurry is over and prices on coarse grain have reached the low price limit. I look for a reaction by the middle of December.—Harry Cuddeback.

Roxabell, O.—H. H. Pratt is a scoop-shovel man, handling occasionally a carload of stuff, and not much of a drawback since farmers are becoming educated.—Willis McCafferty, for Chas. McCafferty.

Brookville, O.—The Farmers Supply Co. is "busted" and out of business. F. Schlentz & Son have a 20,000-bu. eltr. on the Pennsylvania. I operate a 20,000-bu. house at Dodson.—E. P. Rollman, Brookville.

Bowling Green, O.—The Wood County Grain Co. has been organized. The

company has bot a site and will erect a modern eltr. The company has also taken over the eltrs. at Luckey, Weston and Milton Center.

Greenville, O.—Discontinue our advertisement of eltr. for sale in the Grain Dealers Journal, as we have about made a deal. We were agreeably surprised to have so many respond to our advertisement.—Weimer Grain Co.

Celina, O.—We are in business here, virtually, for our mail is all answered and received at this point and checking is done here for our eltr., which is two miles out on the C., H. & D.—Model Milling Co., E. M. Dull, mgr.

Groveport, O.—Baum & Herr are building a 60,000-bu. eltr. here with 4 stands of eltrs., a Smith Wheat and Corn Cleaner, an Ohio Sheller and 7 Smith Overhead Dumps. All machinery is being supplied by the Philip Smith Mfg. Co.

Columbus, O.—The Seeds Grain Co. has installed a Hess Drier in its eltr., with a capacity of 2,000 bus. per day. This will enable the firm to put all soft corn expected from this year's crop into safe condition before it is sent east and south.

Toledo, O.—G. B. McCabe is seriously ill. For over fifty years he has been engaged in the grain business, and his many friends who have seen him around the Exchange as long as they can remember, hope he will safely pass thru this serious crisis.

Fremont, O.—The Fremont Eltr. Co. is defendant in a suit brot by Jesse Buckingham of the Buckingham Grain & Seed Co. to recover damages for loss on a shipment of corn represented to be cool and sweet, but which arrived at Pawtucket, R. I., hot, sprouting and sour.

Cincinnati, O.—The Interstate Grain Co. has let the contract to the Burrell Engineering & Construction Co. for a 30,000-bu. transfer house, construction to begin at once. It is to be of cribbed construction with iron covered sides. The power will be individual electric motors.

Fayette, O.—We are successors to C. W. Heironimus in the grain business. Raymond P. Lipe of Toledo has a man at this place and they are doing a scoop-shovel business. We are here and have our money invested in an eltr., and sometimes it is hard to compete with a shoveler.—N. E. Swift & Co.

Shreve, O.—McKee Bros. are in the grain business, tho their eltr. is not at this place. Their mail is received at Shreve, R. F. D. No. 3, for their eltr. at Craigton, a new station on the Ashland & Western R. R. It was erroneously stated in this column Oct. 25 that the firm was not in business here.

Richwood, O.—I am not out of the grain business as stated in this column Oct. 25, but am with Baker, Gill & Co. here, and also in the business at Green Camp under the name Green Camp Ind. Eltr. & Supply Co. We have the only complete and up-to-date house here and have a capacity of 25,000 bus.—R. R. Gill.

Toledo, O.—The financial flurry has not affected Toledo as far as the banks are concerned. I can't see anything ahead that will force prices higher. Believe taking everything into consideration they are about where they ought to be. We usually contract new corn in the middle of the season, but not this year.—H. R. DeVore.

Columbus, O.—I believe the movement of cars might be facilitated if the

different dealers needing cars would report to the *Grain Dealers Journal* upon which road they are getting the best service. It would be a good thing to advertise that the New York Central is the slowest line east in the world. This publicity would inspire such roads to give better service.—K. B. Seeds.

Piqua, O.—What is worrying us more than anything else at the present time is the money situation. I have been in business 20 years and this is the first time we have received no card bids. And the Eastern buyers have been turning down our drafts. Believe the situation, however, will soon ease up. I have just installed an 8-ton Fairbanks Platform Scale with registering beam.—C. N. Adlard.

Pemberton, O.—Pemberton & Cook have sold a half interest in their eltr. to H. M. Faulkner, who was formerly a partner of Mr. Simmons. The new firm has purchased the eltr. of L. W. Baker at Maplewood and will take charge of it Dec. 1. Mr. Cook will have charge of the Maplewood business. The firm name is now Simmons, Faulkner & Cook and all firm mail should be addressed to Pemberton.

Columbus, O.—The Columbus Board of Trade, composed of energetic business men of the city, have about completed arrangements to provide the grain dealers of this city with a weighing and inspection bureau. The grain comite of the Board has recommended that such action be taken and the department is assured. Uniform Grade Congress rules will probably be adopted by the comite.—K. B. Seeds.

Canton, O.—At the semi-annual meeting of the Ohio Millers State Ass'n to be held Nov. 12 and 13, addresses will be delivered by J. W. Burk of Springfield on "Co-operation and Business Courtesy"; by J. C. Miller of Canal Dover on "Should Ohio Grain Dealers Ship Wheat Away from Mills?" and by Professor G. C. Williams on "What the Experiment Station Wants to Do for the Miller and How to Help Them Do It."

Morral, O.—The receiver of the Barnt-house Grain & Seed Co. has been made a party to the suit brot by the estate of Vernon Martin to recover \$10,000 damages for negligence alleged to have caused the death of the young man three years ago. The court has confirmed the sale of the property of the company in July to C. B. Jenkins, for \$4,850, and receiver, S. H. DeLong, has been allowed \$125 for services.

Toledo, O.—There was a good foreign demand for flour during October at satisfactory prices. American flour is giving excellent satisfaction. The indications are there will be a good export demand for grain during balance of crop year. Feed prices have been well maintained but we look for a decline in feed prices as winter approaches. The wheat movement from the country stations has been small of late but we look for more liberal movement during Nov. and Dec.—A. Mennel.

St. Paris, O.—A great deal of interest among the farmers has been stimulated in raising good corn by the Exhibitions lately conducted by McMorran Bros. The grain company offered prizes for the best exhibit of ten ears of corn, and when the show was closed about fifty samples had been offered in the contest. While the corn was a good quality it was comparatively green and not one sample of it would do to ship

before the last of December. The contest conducted by the News Dispatch was along similar lines showed the corn to be of excellent quality but poorly matured. All corn shows were held too early this year.

Sabina, O.—Geo. N. Perrill and A. V. Perrill have purchased 50% of the capital stock of The Sabina Flour Mill Co. and A. V. Perrill will be associated with the company as manager. The personnel of the firm is now: E. A. Lewis, pres. of The Sabina Bank, pres.; G. N. Perrill, pres. of The Bowersville Bank, vice-pres.; W. E. Lewis, secy. and treas.; A. V. Perrill, manager. G. N. Perrill is also pres. of The Miami Grain Co. at Xenia, O., and A. V. Perrill is a director in that company.

Houston, O.—The Farmers Eltr. Co., composed of 34 farmers in this vicinity, has just completed an eltr. with a capacity of 10,000 bus. Adjoining the eltr is a crib that will hold 10,000 bus. of ear corn. The crib is operated in connection with the eltr. An elevator drag carries the corn from the sink to the crib, and when the company desires to empty the crib the corn is taken out in the same manner. The eltr. is equipped with a 25-h.p. St. Marys Gasoline Engine, Invincible Corn Cleaner, Constant Sheller and Manlift and other up-to-date machinery. C. H. Ginn and Geo. Gunther are in charge of the business.

Toledo, O.—E. H. Culver, chief inspector of grain, is strutting around like a young rooster with his new tail feathers, since Pres. Mayer told him to go ahead and install a moisture testing apparatus in first-class shape. Expense didn't count. This gave said inspector a chance to spread himself, so to begin with he picked out a high-priced room on the ground floor of the Exchange with a fine north light and marble floor. Then he bot a solid mahogany desk with a flat top from Harry Cuddeback and covered it with a zinc top underlaid with asbestos. The machine was properly installed under the direct supervision of the Chief with cold water running continually thru it. He has so arranged it that the water will run thru the tester in a tiny trickling stream or with force enough to put out a fire half a block away. The apparatus is specially finished in copper which shines like—Culver spent all his time rubbing it. If visitors are real humble they are allowed to enter the room, with heads bared, and gaze at it. To touch it would be to debase sacredness. There are arm chairs for the weary and electricity for light. A special pipe conveys sulphur water from an artesian well 2,000 ft. deep, so that those who are athirst may drink. As soon as the Exchange gets over the shock Culver's fine work has caused its finances it will install a smut tester.

OKLAHOMA

Fort Cobb, Okla.—The Miller Grain Co. is erecting an eltr.

Ames, Okla.—Chas. Cottar has installed a new eltr. and feed mill equipment. The power will be furnished by a 15-h. p. Witte Gas Engine.

Pawhuska, Okla.—The Pawhuska Mill & Eltr. Co. is having a new plant built, including a 11,000-bu. grain eltr., and a grist mill. A flour mill will also be built during the coming summer.

Guthrie, Okla.—W. A. Humphrey dropped dead of heart failure Oct. 23, while walking on scaffolding near the

Guthrie Mill & Eltr. Co.'s plant, of which he was until recently president. He was 55 years old. He is survived by his parents, a wife and a married son.

Walters, Okla.—The Chickasha Milling Co., of Chickasha, I. T., has been making improvements in its eltr. at this place, installing a new engine, corn sheller and grinder.

OREGON.

Salem, Ore.—The Rickreall Milling Co. has filed complaint with the Oregon Railroad Commission alleging that on orders for four freight cars between Sept. 16 and Oct. 4 the Southern Pacific had furnished but one, on Oct. 4, for the shipment of grain from Derry to Newberg. This failure to furnish cars is ruining the company's business.

Portland, Ore.—Several tons of wheat, oats and barley are being shipped in 3-lb. sacks by express from the Chamber of Commerce to all parts of the world where grain is hot on the type standards fixed by the Chamber. The test weights are the same as last year; but the quality of both the wheat and barley crops is superior to that of last year, as shown in the type samples.

PENNSYLVANIA.

Harrisburg, Pa.—Frank E. Thompson has let the contract for the erection of a grain and coal eltr.

Allegheny, Pa.—The wholesale grain store of J. C. Heckman & Co., was burned Oct. 20. Loss, \$10,000.

Churchtown, Pa.—G. D. Barnhill of Allen, Pa., has started the erection of a large grain eltr. for the storage of wheat.

Philadelphia, Pa.—Vice Pres. Thayer of the Pennsylvania Railroad stated to a committee of the Commercial Exchange recently that owing to financial conditions no definite promises of the construction of a large terminal eltr. were possible.

Pittsburg, Pa.—The Grain and Flour Exchange has recently adopted the following resolution: As there has been requests by some western shippers that drafts made by them must be paid in currency through the express companies, resolved, that the Pittsburg Grain and Flour Exchange go on record as refusing absolutely to pay drafts, other than through the regular banking channels.

Philadelphia, Pa.—The grain tanks of the Millbourne Mills have been equipped with the Zeleny Thermometer System by the Multiplex Electric Thermometer Co., whereby the manager in the mill office can ascertain at any time the degree of heat in the mass of grain at different points down thru the center of the grain tanks. Wires run from the tanks to a galvanometer in the office. The tanks are of tile construction, 85 ft. deep and have a total capacity of 400,000 bus. The apparatus makes it unnecessary to run the grain out to learn whether it is heating; and warning is given promptly to avoid loss.

PHILADELPHIA LETTER.

The high prices of corn and oats have kept the European demand in a very conservative condition, while flour has been exported quite liberally.

Among the new memberships of the Commercial Exchange are the grain, flour, feed and hay firm of Rosekrans Snyder & Co., in the Bourse bldg.

Much sympathy has been expressed about the grain floor over the sudden

death of the wife by pneumonia, of Director E. H. Price, one of the best known members of the trade, and manager of the veteran firm of S. D. Hunsberger & Co.

Fluctuations in grain values have been somewhat unusual. No. 2 red wheat which a year ago sold at 75c per bu., closed recently at \$1.04. Mixed corn of the best grades which this time last year was 51c, is now 66c. Oats readily bring 54c a bu., that twelve months since could be had at 39c and hay, flour and feed, show wonderful advances.

The present financial stringency is showing its effect upon trade very materially, inasmuch as the market in grain, flour, feed and hay is not only very erratic, but the prices are so advanced that it requires twice as much money to transact business, and currency is scarce and difficult to obtain besides the car service is not as prompt as it should be.

Grain exports from this port during the year have broken all records and if railroad facilities were more satisfactory, there would be a still further gain. For ten months 10,536,242 bus. of wheat have been sent out, an increase of 200 per cent over the business of the preceding year. The shipments to foreign points from here for the month of October, in which footed up 1,380,454 bus. against 426,377 bus. the same month last year. Crop failures abroad have stimulated extensive buying by foreign importers, and there has been more grain shipped to Europe this season than at any time since the early '90's, when the Russian famine prevailed.—S. R. E.

SOUTH DAKOTA.

Tulare, S. D.—J. H. McKeone has succeeded W. E. Shaw.

Ortley, S. D.—The Ortley Eltr. Co. has succeeded C. E. Anderson.

Marvin, S. D.—H. H. Walters has succeeded the Crown Eltr. Co.

Putney, S. D.—E. W. Ketcham has succeeded the Independent Eltr. Co.

Crocker, S. D.—E. W. Ketcham has succeeded the Independent Eltr. Co.

Mission Hill, S. D.—The Tripp Grain Co., has succeeded the Carlon Eltr. Co.

Lake Andes, S. D.—M. Wollman has succeeded L. Booher in the grain business.

Marion, S. D.—C. W. Thompson has succeeded Geo. Terwilliger in the grain business.

Lesterville, S. D.—The Tripp Grain Co. has succeeded F. Chladek in the eltr. business.

Junius, S. D.—J. G. Ostroot & Bros. have succeeded T. A. Johnson in the grain business.

Wagner, S. D.—M. Wollman has succeeded L. Booher in the grain business at this place.

Platte, S. D.—The South Dakota Grain Co. has succeeded L. Booher in the grain business here.

Andover, S. D.—F. B. Newcomb of Groton has taken charge of the eltr. of the Farmers Eltr. Co.

Sheffield Sta., Yale P. O., S. D.—The Atlas Eltr. Co. has succeeded the National Eltr. Co.

Lake Andes, S. D.—J. B. Hatch of Mitchell has bot my eltr. at this place, and took possession Nov. 1.—A. A. Truax.

Brookings, S. D.—As soon as the electric line is completed as far south as H.

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GENUINE POCAHONTAS and NEW RIVER
SMOKELESS COAL
Also Pennsylvania, West Virginia, Ohio, Indiana and Illinois Coal. Foundry, Furnace, Crushed and Gas House Coke.
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I. Stearns farm, which is the site of the old town of Medary (no p. o.), a new town will be started and he will erect an eltr.

Chelsea, S. D.—The Farmers Eltr. Co. has installed an Avery Automatic Scale in its eltr. with a capacity of 1,000 bus. per hour.

Hartford, S. D.—The Farmers Eltr. Co. has bot from the Avery Scale Co. an automatic scale with a capacity of 1,500 bus. per hour.

Sheffield Sta., Yale P. O., S. D.—The state railroad commission has decided to call a hearing Nov. 12 at Sheffield on the application of Steele Bros. for an eltr. site on the Great Northern.

Trent, S. D.—Henry Hendrickson, owner of an eltr. at this place, is alleged to have shot H. R. Bradfield as the result of enmity between the two men over the liquor question. Bradfield died Nov. 2.

Aberdeen, S. D.—The old eltr. formerly owned by the Bagley Eltr. Co. on the Milwaukee right-of-way is to be raised and taken to some other part of the system by A. A. Truax of Mitchell, who has bot it of the Sioux Eltr. Co.

Willow Lake, S. D.—C. H. Chase is erecting a new eltr. here which will make the fifth. He sold his line of eltrs. about 2 years ago, but does not seem satisfied out of the grain business. C. N. Chase and N. A. Glasco have bot the feed mill.

Spencer, S. D.—The wheat bin in the eltr. of the Hubbard & Palmer Co. burst recently and 800 bus. of wheat was spilled into the driveway and under the eltr. The rush of grain forced out some of the underpinning and weakened the house to such an extent that they have not been able to take in any grain since the accident. Mr. Pinches, the local agent, had a narrow escape. He was loading a car, and hearing a cracking noise went to the driveway to see what was the matter. He was caught with some of the flowing grain, but managed to get away before he received any serious injury. The house will soon be in shape, but will be strengthened before any more is taken in.

SOUTHEAST.

Dawson, Ga.—W. E. Hickey will engage in the wholesale hay, grain and stock feed business.

Columbus, Ga.—The Board of Trade contemplates furnishing a daily market quotation service to members by wire from northern cities.

Altapass, N. C.—The Model Mill Co., incorporated, capital stock \$100,000; incorporators, A. L. Banks, Bristol, Va.; J. B. Jackson of this place and W. H. Small, Evansville, Ind.

TENNESSEE.

Nashville, Tenn.—The Miller Grain Co. is defendant in a suit brot by the Cas's Mills Co. of Gadsden, Ala., to recover \$128 expense for handling a quantity of damaged corn.

Memphis, Tenn.—The Columbia Star Milling Co. has filed an attachment against Jesse J. Busby, B. I. Busby and others, to collect \$5,341, alleged to be due on promissory notes given by the B. I. Busby Co.

NASHVILLE LETTER.

Byrd Douglas & Co., who recently lost their warehouses together with about \$80,000 worth of grain, have not fully determined on plans for the future, but

will build some kind of eltr. and handling plant. This company is one of the largest in Nashville. The company owes a half block of property in the business part of the city which will probably be sold and an eltr. will be erected elsewhere, probably in North Nashville.

The iron work has been finished on both the new eltrs. for J. A. and O. L. Jones and J. H. Wilkes & Co., and both will be put into commission in another week.

Grain dealers in Nashville have been somewhat hindered in their operations for several weeks due the action of the banks in cutting down credits and not advancing on Bs/L. Nashville banks had sent so much money to the cotton sections just prior to the recent financial stringency that they could not take care of grain dealers. Most of the dealers, however, are doing some business and managing to tide over the money trouble fairly well.—W.

Memphis, Tenn.—For your information we wish to say that as soon as Sec'y Strong of the Illinois Grain Dealers Ass'n forwarded a list of these complaints to the Memphis Merchants Exchange, a committee was appointed by Pres. V. L. Rogers of the Memphis Grain & Hay Ass'n, to give the fullest investigation to the matter and Sec'y Strong was advised of this action at once. This committee is now engaged in making exhaustive tests and will in a few days complete its report, which will be forwarded to the Illinois Grain Dealers Ass'n in due time. We will hardly be able to complete our report before your next issue goes to press, but you will hear from us as early as possible.—Memphis Grain & Hay Ass'n, J. B. Edgar, Sec'y & Treas.

TEXAS.

Jacksboro, Tex.—The Jacksboro Mill & Eltr. Co. has increased its capital stock from \$25,000 to \$30,000.

Ft. Worth, Tex.—The Smith Bros. Grain Co. will build an addition to its eltr., at a cost of \$2,500.

Hallettsville, Tex.—The Houchins Produce Co. has bot the grain and feed store of J. M. Kuykendall.

Van Alstyne, Tex.—The Van Alstyne Eltr. Co. will install a new corn sheller which will have a greater capacity.

Hereford, Tex.—I have succeeded Hancock & Finch, who were the successors of Will H. Hines.—E. W. Harrison.

Read the new trade rules adopted by the Executive Com'te of the Texas Grain Dealers Ass'n elsewhere in this number.

The Texas Corn Growers Ass'n is to hold its annual meeting in January and a number of cities are bidding for the convention.

Chillicothe, Tex.—J. H. & T. B. Knuckles have discontinued the grain business. We are in the grain business here.—Hall & Son Grain Co.

Houston, Tex.—H. J. Hayes has bot the machinery of the Merchants & Planters Rice Milling Co., of Brownsville, and will probably erect a rice mill here. The price paid for the machinery was \$42,000.

Dallas, Tex.—A meeting of the executive committee of the Texas Grain Dealers Ass'n was held here Oct. 28. Reciprocal demurrage was considered. A committee consisting of L. G. Belew of Pilot Point, J. A. Hughes of Howe, J. T. Starks of Plano, J. G. Gibbs of Vernon,

P. T. Andrews of Dallas and H. B. Dorsey of Fort Worth was named to represent the association at the meeting of shippers Oct. 29 to consider reciprocal demurrage regulations.

Houston, Tex.—The Mercantile Grain Co. is erecting a large eltr. and warehouse, to be completed in a few weeks. The company will install machinery for horse feed and the building and machinery will cost \$15,000.

Galveston, Tex.—Exports from Galveston during September and October were 912,000 bus. of corn and 3,170,000 bus. of wheat; compared with 221,000 bus. of corn and 5,630,000 bus. of wheat for Sept.-Oct., 1906, as reported by C. McD. Robinson, chief inspector, Galveston Board of Trade.

Ft. Worth, Tex.—At the annual meeting of our association, the executive committee was empowered and instructed to prepare and promulgate a set of trade rules for our ass'n, and at the recent meeting at Dallas the committee adopted a set of trade rules which I feel are about the "best ever".—H. B. Dorsey, Sec'y.

Galveston, Tex.—During the windstorm of Oct. 30 the roof of the cupola of Eltr. B at 29th street was partly blown off and the conveyor and smokestack knocked down, the damage being estimated at \$10,000. No one was injured. Repairs progressed rapidly and the machinery has been placed in running order.—C. McD. Robinson, Chief Inspector.

Ft. Worth, Tex.—Action on the reciprocal demurrage proposition has been postponed until the next regular hearing before the Texas Railroad Commission on November 12. A conference of the railroad and shipping interests of the state will be held in Dallas, Oct. 29, for the purpose of formulating rules which shall be just and equitable to present to the Commission.—H. B. Dorsey.

San Marcos, Tex.—The Grain Dealers Journal is quite a help to us but we are so far south we are not able to take advantage of some of its bargains, the R. R. freight would eat us up. There is practically no corn or oats in this part of the country. We are getting all of our cars from North Texas now and will soon have to go to the territory and Kansas for our feed stuff.—Lake & Griffin.

Dallas, Tex.—The shippers and the railroad representatives held separate meetings Oct. 29 and drew up rules for reciprocal demurrage which were considered at the joint meeting Oct. 30. The shippers' committee was composed of H. B. Dorsey, Perry McFadden and H. H. Haines. A compromise was arranged, and roads agreed not to oppose the adoption of the report by the state railroad commission. The clause on the furnishing of cars provides a penalty of 50 cents per day per car and the shipper ordering is required to deposit \$2 per car.

In response to a call issued by the Interstate Commerce Commission H. B. Dorsey, Sec'y-Treas. of the Texas Grain Dealers Ass'n, appeared before it in Washington, D. C., representing the Ass'n, and in an able address before the honorable Commission protested, in behalf of the grain shippers of Texas against the approval of any form of B/L by the Commission. Those who heard Mr. Dorsey agree that the logic of his arguments and the eloquent manner in which he pleaded his case was an important factor in staying the decision of the Commission. The Texas Ass'n is

especially fortunate in having a man in its ranks able enough to appear before the Commission and influence its deliberations.

Galveston, Tex.—The Missouri Pacific has placed an embargo on shipments of grain to this city. The embargo thru the Texarkana gateway was lifted Oct. 30 and put on again next day. On complaint by grain exporters the Chamber of Commerce called a meeting to protest against the embargo, which is said not to be warranted by any congestion here. None of the eltrs. is full. It is that the Missouri Pacific wishes to divert grain for the haul to New Orleans. Later the International & Great Northern, the shore end of the Missouri Pacific system, admitted that the congestion was not at Galveston but on its own line.

WASHINGTON.

Waterville, Wash.—J. F. Irwin, the local manager of the Columbia Grain Co., is ill with typhoid fever.

Mabton, Wash.—The warehouse at Mabton, Prosser and Kiona are filled with grain and wheat is being piled on the ground for want of cars in which to ship.

Seattle, Wash.—The Cheatham Grain Co., incorporated, capital stock, \$10,000; incorporators, H. H. Cheatham, H. M. Matthews, C. J. Donaldson and H. J. Cheatham.

Seattle, Wash.—B. O. Winslow of the Leasure-Winslow Grain Co., wholesale grain dealers at Georgetown, was accidentally killed in his office Oct. 15. He and C. W. Leasure were in the office signing papers, when Mr. Leasure took a revolver from his pocket, placing it on a high stool. Some time later he threw his leg across the stool and knocked the revolver off, killing Mr. Winslow instantly.

Dayton, Wash.—Corbett Bros. and Kerr-Gifford Co. are installing eltrs. in their warehouses in this county. Corbett Bros. have eltrs. at Turner, Whetstone Sta., Dayton p. o., Dayton, Longs Sta., Dayton p. o., Huntsville and Coppei Sta., Waitsburg p. o. The latter company has warehouses at Turner, Whetstone Sta., Dayton p. o. and Dayton. The eltrs. being installed by the two companies differ only in the fact that the Kerr-Gifford Co. has arranged the hopper on the floor while Corbett Bros. have placed it underneath to obviate the necessity of lifting sacks.

WISCONSIN.

Pepin, Wis.—Larson & Swanson have completed a large new eltr.

River Falls, Wis.—The River Falls Roller Mill & Eltr. Co. incorporated, capital stock \$25,000.

Stanley, Wis.—The American Society of Equity of Chippewa county will erect an eltr. to cost \$20,000.

Milwaukee, Wis.—John Foley, Jr., one of the oldest members of the Chamber of Commerce, died Oct. 28.

Milwaukee, Wis.—J. S. Ricker, a member of the Chamber of Commerce, died recently. He was 87 years old.

Manitowoc, Wis.—The Manitowoc Maltng Co. will erect an addition to its eltr., including a big team scale.

Wausau, Wis.—Arthur N. Whiting, a former resident of this place has moved back from Marathon City, where he has had charge of the eltr. of the H. E. McEachron Co. for the past 10 years. He

has moved his family here and will take charge of the company's eltr. He has been succeeded at Marathon City by Henry Stanke.

Milwaukee, Wis.—The Jos. Schlitz Brewing Co. will erect malt bins with a capacity of 50,000 bus. in connection with its plant.

Milwaukee, Wis.—The Wisconsin Millers Ass'n at their quarterly meeting Oct. 31 declared themselves unanimously opposed to the amended feeding stuffs law effective Jan. 1.

Milwaukee, Wis.—The Henning Brewing Co. has brot suit against E. P. Mueller on a contract whereby defendant agreed to purchase wet brewers grains for a period of 5 years at a stated price of \$6.50 for 7,050 lbs. Damages of \$2,239 are asked.

Sparta, Wis.—We have leased for a term of years the C. M. & St. P. Ry. Co. eltr. at Sparta, and expect to do a larger business than ever at that point. The fire interrupted our business for but a few days.—H. E. McEachron Co., Wausau, Wis.

Algoma, Wis.—The Algoma Grain Co. has employed Jeff Teweles, the well known grain buyer, as mgr., and is having plans made to put up an up-to-date eltr. with 40,000 bus. capacity, with the improvements required by its increasing trade. The company handles all kinds of grain, making a specialty of peas and seeds.

Milwaukee, Wis.—The Milwaukee Grain & Feed Co., incorporated, capital stock \$100,000; incorporators Max Hottelet, Ernest Hottelet, Adolph Huschman, William Wallace and C. F. Weighand. The company has bot the plant of the Mueller Molasses Feed Co. The plant will be improved, at least a portion of the structure will be rebuilt, and new machinery will be installed. The company will spend \$200,000 in improvements.

Superior, Wis.—Fire of unknown origin starting in Great Northern Eltr. A spread to the Grand Republic Eltr., Grand Republic Mill, to the Freeman Mill and eltr. and the Minkota Mill and eltr., destroying a number of residences and three dredges and causing \$2,267,000 loss. The fire was discovered in the basement of Eltr. A shortly after 7 o'clock on the night of Nov. 8. The building having no passenger lift the several men employed narrowly escaped death, the smoke being stifling before the men could climb down from the cupola. There were no hydrants in the vicinity of the eltr., and the fire engines had to be loaded upon flat cars and taken to the fire in a roundabout way. Four fire-boats which responded to the alarm were driven out of the slip by the intense heat. The iron sides of the Globe Eltr. became smoking hot, but the flames were extinguished. The steamers W. A. Parent and W. A. Rogers were in the Eltr. A slip loading wheat, and, with others, were saved by tugs. Eltr. A contained 380,000 bus. of wheat, a little flaxseed, barley and oats. The Grand Republic Eltr. contained 100,000 bus. of grain. The losses are, Great Northern Eltr. A and power house, \$1,250,000; Grand Republic Mill, \$150,000; Freeman and Minkota Mills and eltrs., \$500,000; Republic Eltr. and contents, \$225,000. All were insured on the buildings; and the grain was fully covered.

MILWAUKEE LETTER.

Another addition to the ranks of the shipping trade is that of the Lawrence Grain Co., composed of C. W. Lawrence



Cover's Dust Protector
Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER
124 Perley St., South Bend, Ind.

Liability, Accident & Credit INSURANCE

London Guarantee and Accident Co. Limited


Head Office, Chicago, Ill.

Scientific Rat Exterminator
NOT A POISON

The Pasteur Vaccine Co. Rat Virus is distributed on bait and causes a contagious and mortal disease characteristic to rodents. Both the virus and disease are harmless to domestic animals, pigs, game, poultry and man. No odors.

Mouratus-Gelatin Culture, 75 and 50c tube
Ratito-Bouillon Culture, \$1.50, \$1, 75c bottle

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PASTEUR VACCINE CO., Ltd.
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is the minimum cost of maintaining one horse-power for one year.

The "1905" Cyclone



Destroys back pressure.
Saves one-half the power.

Manufactured Exclusively by

The Knickerbocker Co.
JACKSON, MICHIGAN

and Herman Franke. Mr. Lawrence was formerly connected with the Wisconsin Feed Co.

A. L. Wirtz, of Kaukauna, Wis., is now connected with the Wis. Feed Co. of this city.

On account of limited storage capacity, the St. Paul Ry. has posted notice that for the present no more grain will be accepted from connecting lines at eltr. "A."

As a result of the unusual scare given the country from the unsettled financial conditions, and following the example of other money centers, Milwaukee banks have adopted the Clearing House System.

As a parting shot in an interesting case, John A. Adams, dealers in hen products, who was indicted by the last federal grand jury, has been sentenced to the Gov. prison at Ft. Leavenworth, for three years and fined \$200, for using the mails to defraud. Adams strongly denied having operated in other cities on the same plan.

To offset the large loss which would be incurred by disposing of high priced barley, many orders are being received to place in store late arrivals until a price, in proportion to that paid, can be obtained. However, in cases of single car-lots some difficulty is being encountered owing to the fact that storage room for small quantities cannot be secured, the barley, if stored at all, having to be mixed with other of similar quality.

With the close of Oct. business brings out the fact that the amount of funds put out from Milwaukee for use in keeping grain on the move, reached the largest total that has been recorded for this market in many years. As a direct result many dealers were forced to ask shippers to hold off for the time being, having reached the limit of their "credit" account with banks, and the consequent impossibility of working other sources.

Along with the fluctuating barley market comes many inquiries for explanations of some of the sales made when the market was declining, causing considerable loss in some instances. The way the market was jumping about, it seems, could hardly give the shipper much encouragement in expecting favorable prices. The fact is, dealers were more than glad to get bids on some days, while at other times prices dropped down so fast that there was no surmising at what point it would stop. The disappointment growing out of the present unsatisfactory conditions does not rest entirely with the shippers, however, as will be seen from the fact that the hitherto pleasant business between them are being slightly strained.—Slits.

Northwood, N. D.—Crops have turned out good here. Wheat averages 15 bus. per acre, grading No. 1 and 2; oats from 25 to 45 bus.; barley 20 to 30 bus., and flax 13 bus. per acre.—F. P. Haan, agt. Helsing Eltr. Co.

Bellingham, Minn.—Spring wheat will grade No. 1 and average about 12 bus. per acre. Durum will grade No. 3 and runs from 10 to 12 bus. per acre. Barley will grade No. 1 feed and average about 28 bus. per acre; oats, No. 4, white and averages about 30 bus. Flaxseed grades No. 1 and averages about 8 bus. per acre.—Guy Eddy, mgr. Northwestern Elevator Co.

Appleton, Minn.—Quality of grain is good but yield is small, still barley is yielding pretty fair, about 30 bus. per acre. Oats are light and average about 20 bus. per acre. Flaxseed is pretty dry and runs from 8 to 10 bus. per acre; spring wheat from 10 to 11 bus.; durum wheat from 13 to 14 bus.—N. E. Johnson, mgr. Farmers Elevator Co.

Crop Reports

Canada.

Regina, Sask.—The grain crops of Saskatchewan are estimated as follows: Wheat, 1,847,708 acres; 28,042,108 bus.; 15.17 bus. per acre. Oats, 772,770 acres; 29,167,964 bus.; 37.74 bus. per acre; barley, 60,261 acres; 1,903,072 bus.; 30.08 bus. per acre; flaxseed, 85,209 acres; 921,043 bus.; 10.81 bus. per acre. A year ago the crops were: Wheat, 37,000,000 bus.; oats, 24,000,000; barley, 316,000, and flaxseed, 711,000 bus. A great deal of uncertainty has prevailed concerning the quality of the wheat crop, and special pains were taken to secure all possible data, the results of which justify the following statement: Nos. 1, 2 and 3 Northern, 10,392,657 bus.; Nos. 4 and 5, 7,941,594; No. and feed, 9,707,855.—Saskatchewan Dept. of Agri.

Winnipeg, Man.—Weather has been fine during the last few weeks. Much of the later and poorer grain could not have been saved had the weather been unfavorable. Threshing is about 2/3 completed. The proportion of frosted wheat is 1/4 in Manitoba, 1/2 in Saskatchewan and 55% in Alberta. We estimate the wheat crop at 37,022,500 bus. in Manitoba; 27,256,250 bus. in Saskatchewan, and 3,172,000 bus. in Alberta. There will be about 38,000,000 bus. of No. 3 northern to No. 1 hard; the balance will be from No. 4 down to feed. The oats crop will be the same as last year, 32,000,000 bus.; about 3/4 frosted; not over 1/4 will grade No. 2 and No. 3 white. The barley acreage is larger than ever before and the total crop is 15,225,000 bus.—Campbell & Wilson.

Illinois.

Merritt, Ill.—Corn is not yielding as much as expected.—Fred B. Six.

Symerton, Ill.—We will have a good corn crop in our section.—Mr. Brassell, Walsh & Brassell.

Wing, Ill.—We are going to have the largest crop of corn to handle we have had for three years.—E. T. Holloway.

Arthur, Ill.—Corn is an excellent crop here, will make between 40 and 50 bus. Husking has commenced. No oats on hand to speak of.—Jacob Steck.

Iowa.

Des Moines, Ia.—J. R. Sage, director of the Iowa Crop Service, has issued a bulletin to growers, advising them to delay cribbing corn on account of its unusually soft condition.

Westfield, Ia.—The corn crop is mostly good quality but light in yield, 30 bus. per acre. Small grain is mostly marketed at this place. Very little winter wheat sown on account of drought. The oat crop light, testing about 23 to 26 lbs.—F. T. Cramer, mgr., the Perry Eltr. Co.

Des Moines, Ia.—The marketable portion of last year's crop that has been left farmers' hands is 53% in the northern section of the state, 64% in the central section, 59% in the southern section and 53% for the entire state, against 50% on the same date last year. The percentage of corn as estimated to be fed, compared with last year as 100 is 83 in the northern, 87 in the central, 97 in the southern section, and 85 in the state. Feeding of corn will be greater in the northern and central sections on account of so much soft corn than it would be otherwise. The estimated shipping surplus of the average Iowa corn crop of 300 million bus. is about 50 million bus. If present conditions, discouraging to the feeding of corn continue, it would seem that the shipping surplus of this year's crop, even though it be not over 250 millions, would be 175 per cent compared with last year based at 100 per cent.—Geo. A. Wells, secy. Iowa Grain Dealers Ass'n.

Kansas.

Niotaze, Kan.—Our crop is very short.—G. W. Smith.

Seneca, Kan.—Corn is good; winter wheat looking well.—H. R. Sheldon.

Delphos, Kan.—Wheat acreage is fully as large as last year, and crop is in splendid condition. A very light corn crop, and prices will be above a shipping basis.—T. B. Lord.

Derby, Kan.—Wheat and corn are a short crop; wheat averaged 12 bus., corn 25 bus. Half of this year's wheat is in farmers' bins. Growing wheat is looking

good and about the usual acreage sown. No green bugs.—E. S. Groot, agt. Stevens-Scott Grain Co.

Michigan.

Lansing, Mich.—The condition of wheat is 88%. The estimated average yield of corn is 30 bus.—Geo. A. Prescott, Secy. of State.

Minnesota.

Blue Earth, Minn.—Wheat is 2/3 crop; oats 2/3; barley 1/2; flaxseed 1/2, and corn 2/3.—Pfeffer Eltr. Co.

Granite Falls, Minn.—Spring wheat averaging from 11 to 12 bus. per acre. Oats are light and run from 30 to 35 bus. per acre; barley from 30 to 35 bus. Flaxseed is good.—Geo. Duernberger, mgr. Crown Elevator Co.

Appleton, Minn.—We have about 1/4 crop. Spring wheat is averaging about 12 bus. per acre. Barley is fair and runs from 26 to 30 bus. per acre. Oats pretty light and average about 20 bus. per acre.—A. J. Kaufman, mgr. Northwestern Elevator Co.

Appleton, Minn.—Spring wheat runs from 8 to 14 bus. per acre. Velvet chaff, a new kind of wheat tried here runs from 12 to 20 bus. per acre; barley from 20 to 25 bus.; oats from 20 to 30 bus.; flaxseed from 8 to 10 bus.—J. W. Huff, mgr. Interstate Grain Co.

Granite Falls, Minn.—Spring wheat is averaging about 11 bus. per acre; durum wheat we don't get here. Oats very light and running from 20 to 25 bus. per acre. Barley is fair and averaging about 25 bus. per acre. Flax is fair.—H. Frederickson, mgr. Empire Elevator Co.

Montevideo, Minn.—Spring wheat averages about 12 bus. per acre, and grades mostly No. 2. No durum wheat raised in these parts. Oats are light and averaging about 20 bus. per acre. Barley fairly good and averaging about 30 bus. per acre; flaxseed about 12 bus.—J. H. Lee, mgr. Spencer Elevator Co.

Appleton, Minn.—Spring wheat averaging about 9 bus. per acre. Not much durum wheat raised here; what we have averages about 12 bus. per acre. Barley is very fair and averages about 22 bus. per acre. Oats very light and averages about 25 bus. per acre; flaxseed about 10 bus. per acre.—Carl Sallen, mgr. Monarch Elevator Co.

Appleton, Minn.—The crops are not good this year; the yield is small, but what we have is of good quality. I guess we have no kick coming too when one compares our crops with those of most of the other portions of this state. Barley runs from 20 to 30 bus. per acre; oats from 15 to 30 bus.—C. J. Reagan, mgr. Columbia Elevator Co.

Montevideo, Minn.—Spring wheat nearly all No. 2 and averages from 10 to 11 bus. per acre. Oats poor and average about 26 bu. per acre. Barley is good but not much raised here. Flaxseed is good and averaging about 12 bus. per acre. One-third of the land was too wet to seed this year.—A. Fredine, mgr. Farmers & Merch. Elevator Co.

Bellingham, Minn.—Our crops are much better this year compared with last year. Barley is good and making about 30 bus. per acre. Spring wheat about 8 bus. per acre. Oats are light but good color and average about 26 bus. per acre. Flaxseed very dirty; we are docking from 12 to 40 lbs.—W. W. Reynolds, mgr. Anchor Grain Co.

Minneapolis, Minn.—From 540 well distributed reports from well informed dealers we estimate the percentage of the last crop marketed by farmers Nov. 1 to have been as follows: Southern Minnesota, west of and including the Omaha R. R. and south of and including the Breckenridge division of the Great Northern, wheat, 64.7; flax, 72; rye, 71.3; barley, 76; oats, 60.5. Minnesota, east of the Omaha R. R., wheat, 56; flax, 76.8; rye, 55; barley, 64.1; oats, 50.3. South Dakota, wheat, 56; flax, 74.3; rye, 79.1; barley, 79.4; oats, 66.8. J. J. Quinn, Secy. Tri-State Grain Dealers Assn.

Missouri.

Charleston, Mo.—Corn husking has started, with only 1/4 a crop for this section of the country. The quality will be good. Growing wheat is up and looking fine.—R. C. Danforth.

Nebraska.

Ulysses, Neb.—Corn here is just about half a crop. Yield is less than expected.—J. D. Lemmon of Lemmon & Coleman.

New York.

Buffalo, N. Y.—The new state wheat crop is looking especially fine on the ground and a large acreage has been put in, thanks to the price for the old crop.—J. C.

North Dakota.

Calvin, N. D.—Crops here are poor and frozen.—Fred Lundberg.

Carpio, N. D.—The crop here is considerably below average and of poor quality.—L. B. Yefun.

Clyde, N. D.—Grain a light crop and a great deal of inferior grade here.—F. E. Warren, agt. Duluth Eltr. Co.

Brumbaugh, N. D.—Crop yield light. Wheat will average about 7 bus. per acre, and flax 5 bus., with inferior grades.—E. C. Latham.

Agate, N. D.—Wheat averages about 7 to 8 bus. per acre; flaxseed 9 to 10 bus. per acre and barley 18 to 20 bus. per acre. Leo. L. Krutchen.

Newville, N. D.—The crop of wheat will average 6 bus. per acre this year; barley 10 bus. and oats 30 bus.—H. J. Ketter, agt. the National Eltr. Co.

Calvin, N. D.—Crops are very light in this county, about 50% of last year's yield. Late spring and early frost is the cause of the light yield.—T. A. Brann, Minneapolis, Minn.

Ohio.

Columbus, O.—Ohio again records a very low wheat area, as from the percentage estimates of the official correspondents of this Department it is computed that the area seeded this fall for next year's harvest is but 83 per cent. in comparison with the area seeded last fall. This gives a total of 1,843,859 acres, one of the lowest in a number of years, and from which we can not hope to produce an average crop unless the average production per acre should be a record breaker. The decline in acreage is principally attributed to the fact that corn was so late in maturing that much ground intended for wheat was abandoned. The condition of the growing plant is estimated at 82 per cent. compared with an average. The seeding, generally, was very late and in most parts of the state it has been too dry since that time for proper germination and strong growth. The area sown to rye is estimated at 34,930 acres; against 38,965 acres sown one year ago. The condition of the crop is estimated at 85 per cent. compared with an average. The corn prospect is practically the same as reported last month, being now estimated at 73 per cent. compared with an average. The complaint of damage by frost is very general and much of the crop did not mature, resulting, as the husking shows, in much soft and unmerchantable corn. The area planted this year is greater than for the preceding year, but the harvest will fall far short of that crop, as in 1906 Ohio produced her banner corn yield. The prospect for buckwheat is 83%.—Ohio Dept. of Agri.

Oklahoma.

Shawnee, Okla.—There is no indication of the green bug on wheat this year.—Paul Hayhurst, special representative of the Dept. of Agri.

South Dakota.

Viborg, S. D.—Corn is our main crop, but will be very light, those that have started to husk say that it will yield from 20 to 25 bus., but very good quality. Wheat goes from 5 to 10 bus., not much raised; oats from 15 to 20 bus.; barley 10 to 15 bus., and flax 5 to 8 bus., hardly any raised.—P. Christensen, mgr. the Duluth Eltr. Co.

Washington.

Spokane, Wash.—Estimates of the wheat crop of Washington, Oregon and Idaho have been increasing during and since the harvest. Early calculations predicted 50,000,000 bus.; but present figures show a total for the three states 63,000,000, according to the Commercial Review.

Wisconsin.

Manitowish, Wis.—Crops are very light in our county this year. About 3/4 of hay crop, 1/4 of oats, scarcely 1/4 of barley; peas full yield but acreage greatly reduced, on account of canning factories renting land for their peas.—Schutte Bros. & Co.

Madison, Wis.—Yields per acre in Wisconsin this year have been 28 bus. of corn, 16 bus. of buckwheat, 13 bus. of beans and 80 bus. of potatoes. The quality of product is 83 for wheat, 93 for rye, 82 for oats, 78 for barley, 70 for corn, 89 for buckwheat, 88 for beans and 90 for hay.—John M. True, Secy. Wisconsin State Board of Agriculture.

Government Crop Report.

Washington, D. C., Nov. 8.—The crop reporting board of the Dept. of Agri. finds that the indicated total yield of corn is 2,553,732,000 bus., compared with 2,927,416,000 bus. in 1906.

The following table shows for the twenty-five principal corn states the preliminary estimates of total production and of average yield per acre in 1907, with the final estimates of yield per acre for 1906, in bushels:

ty-five principal corn states the preliminary estimates of total production and of average yield per acre in 1907, with the final estimates of yield per acre for 1906, in bushels:

States.	Total production.		Average yield per acre.	
	1907.	1907.	1907.	1906.
Illinois	342,756,000	36.0	36.1	36.1
Iowa	291,092,000	30.5	30.5	30.5
Nebraska	279,328,000	24.0	24.0	24.1
Missouri	221,526,000	31.0	32.3	32.3
Texas	155,689,000	21.0	22.5	22.5
Kansas	155,142,000	22.1	23.9	23.9
Indiana	168,840,000	36.0	39.6	39.6
Georgia	57,538,000	13.0	12.0	12.0
Ohio	113,903,000	34.6	42.6	42.6
Kentucky	87,303,000	23.2	33.0	33.0
Tennessee	73,384,000	26.9	23.1	23.1
Alabama	45,896,000	15.5	16.0	16.0
N. Carolina	45,078,000	16.5	15.3	15.3
Arkansas	40,024,000	17.2	23.6	23.6
Mississippi	37,111,000	17.0	18.5	18.5
Indian Ter.	51,788,000	24.2	33.6	33.6
Oklahoma	58,751,000	24.5	32.9	32.9
S. Carolina	29,907,000	15.1	12.2	12.2
S. Dakota	45,416,000	25.5	33.5	33.5
Virginia	46,025,000	25.0	24.3	24.3
Louisiana	28,000,000	17.5	17.2	17.2
Minnesota	39,096,000	27.0	33.6	33.6
Michigan	45,270,000	30.1	37.0	37.0
Wisconsin	46,688,000	32.0	41.2	41.2
Pennsyl.	45,922,000	32.5	40.2	40.2

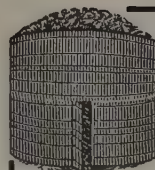
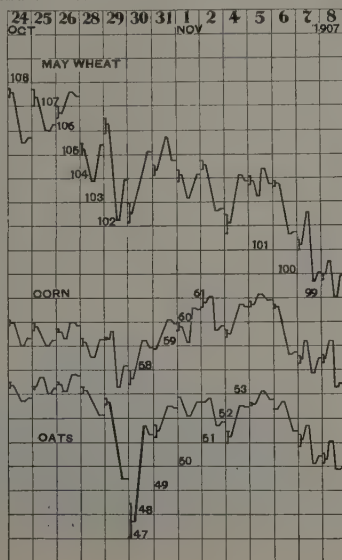
United Sts. 2,553,732,000 26.0 30.3
The general average as to quality is 82.8 per cent; compared with 89.9 last year, 90.6 in 1905, and 86.2 in 1904. It is estimated that about 4.5 per cent (130,995,000 bus.) of the corn crop of 1906 was still in the hands of farmers on Nov. 1, 1907; compared with 4.4 per cent (119,633,000 bus.) of the crop of 1905 in farmers' hands on Nov. 1, 1906, 3.3 per cent in farmers' hands on Nov. 1, 1905, and 5.3 per cent, the ten-year average.

The preliminary estimate of the average yield per acre of buckwheat is 17.9 bus.; against an average yield of 18.6 bus. finally estimated in 1906, 19.2 bus. in 1905, and a ten-year average of 18.1. A total production of 13,911,000 bus. is thus indicated, compared with 14,642,000 finally estimated in 1906. The average for quality is 87.3 per cent, against 90.4 last year, 93.0 in 1905, and 91.5 in 1904.

The preliminary estimate of the average yield per acre of rice (rough) is 33.1 bus.; compared with 31.1 finally estimated in 1906, 28.1 in 1905, and a four-year average of 31.0 bus. A total production 21,412,000 bus. is thus indicated; compared with 17,855,000 finally estimated in 1906.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for two weeks prior to Nov. 9 are given on the chart herewith.



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are a great convenience to grain buyers for storing temporarily. They take care of your surplus at a small cost. When through

with them you can take them down, roll them up and stow them away for some other time. You can sell them to farmers.

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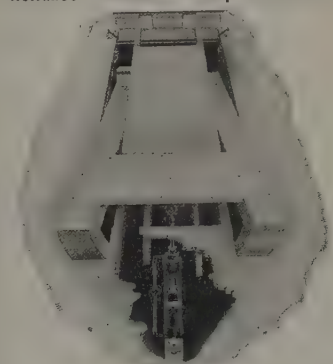
This apparatus is in successful operation in many plants. You cannot afford to be without it.

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Reliance Automatic Dump Controller



Here is What Users Think of It:

Fowler, Ind., July 6, 1907.
Reliance Construction Co., Indianapolis, Ind.
Gentlemen: Enclosed find check for amount of invoice in payment for three Dump Controllers which we have tried and find they do the work fine. No trouble whatever to control any load we may have to dump. Yours truly,
WILBER HAWKINS. Per Finley.

Yorkville, Ill., July 19, 1907
Reliance Construction Co., Indianapolis, Ind.
Gentlemen: Enclosed please find Chicago exchange for Dump Controller you shipped us June 4th. Ship us another Dump Controller as soon as possible. Yours truly, JETER & BOSTON.

We know it will be satisfactory. Will ship on trial. RELIANCE CONSTRUCTION CO., 625 Board of Trade Bldg., Indianapolis, Ind.

Vest Pocket Grain Tables

reduce any number of pounds from 10 to 100,000 to bushels. For all kinds of grain. Size 2 1/2 x 8 1/2 in. Printed in 2 colors. Price 50 Cents.

GRAIN DEALERS JOURNAL.
CHICAGO, ILL.

Car Efficiency.

[From an address by E. B. Boyd, Traffic Manager of the Chicago Board of Trade before the Traffic Club of Chicago.]

While inequalities and constant changes in rates and rules governing them have demanded and will continue to demand a large share of our attention the question of adequate facilities, without which the most reasonable of rate adjustments is rendered more or less ineffective, must now command our attention. It has been repeatedly stated with truth that stability of rates is more essential than reductions, and I would add to stability of rates, ample facilities, both railroad and shipping.

The subject of car efficiency, therefore, covering as it does one of the most important railway facilities, so strikingly affected by the peculiarities of our diversified commerce, assumes a leading position among unsolved transportation problems. No feature of transportation is so vital to the success of the shipper as ample car supply and rapid service; no cause can be held so responsible for his loss when these facilities are denied him. He who relies on railway service cannot cease operations and view with indifference deficient transportation. There is no middle ground; he must go forward or drift backward; show a profit or take a loss. His interest is paramount to himself and to others, is not only to refrain from unjust detention of railway equipment, but also to demand from the carrier that efficient service which will enable him to profit by any assistance he may contribute.

The Needs of Commerce: Under this head only two questions need be considered, viz.: (1) Are transportation facilities sufficient for present needs? (2) Are we obtaining from the facilities available all that they are capable of giving?

To the first question answer has already been made by those high in authority, who say that railways in their development are far behind the commercial world. Here it would seem the shipper scores the first point, for with this admission we may logically infer that commerce in its superior growth has naturally developed its own facilities correspondingly to take care of such increase. This acknowledgment is not made with respect to equipment solely as to other means of transportation as well. Here another point is scored, for in this delinquency we find one great cause of the delay of equipment, in the failure to move loads promptly when tendered.

The second question requires more attention, since it is the pressing rather than the future which is pressing. The more effective we make the present facilities the less will be the demand for their increase.

As to the direct question: Are we getting all we can from the means at hand? We all find common ground in the negative. Who is responsible? Again we stand together. Then, what is the direct cause?

This: First, unnecessary delays of equipment.

Second, insufficient loading.

Third, delays in transportation.

Fourth, unnecessary work and consequently inefficient service at terminals, resulting from the continued use of methods long since outgrown.

Railroads Responsible for Scoopers: In discussing the first feature of the second question we must divide shipping interests into two classes: those who by the investment of capital or by lease, hire or other means, have provided themselves with ample facilities to conduct their business; and those who by their wits and shrewdness have prevailed upon our railway friends to grant special privileges at out-of-the-way places, where there are no means provided for handling. This results in pressing cars into service as warehouses. With this latter class we have nothing in common; for their existence the railways are primarily responsible, and the railways must find and apply the remedy. We protest strongly against the disposition of carriers to generalize on the sins of the public in respect to car abuses. We object to their taking an incentive from the omissions and acts of this second class to saddle the responsibility for abuses on those who, having pursued a wiser and more effective course, are made to suffer in common with the carriers.

With regard to those who have warehouses of their own, it will not do to say out loud, there have been no delays. There have been many and they are some extent indefensible. Convenience often leads those possessing means for prompt

unloading to prefer the use of the car instead. This is unfair not only to the carrier, but also to others awaiting equipment. The percentage of delay from abuses of this kind is small, when compared with the total.

Faulty Rules as to Car Service are also responsible. To require a consignee to unload within a given time after notice of arrival imposes the obligation upon the carrier to make a proper delivery. This they do not do. The latest cars are delivered first, while the earliest ones are held back. The consignee, to protect himself, exercises his right to call for the cars in the order of their arrival, that he may unload within the free time and the carrier is at the expense of shifting trains backwards and forwards to get the cars desired. Is this not a careless waste of energy? Why make rules which in their operation must become boomerangs? Here is an opportunity for reform.

THE REMEDY.—We support the demand so persistently made by the railways for a number of years, i. e., that those who require transportation should provide themselves with facilities adequate to their needs. Cars are built to transport, not to store, and the suggestion is here offered that if some of the good advice the railways have been giving the public in this respect were followed with regard to company material, especially coal, and other storage facilities were provided, a great many more cars would be available to commerce instead of standing on side-tracks and at terminals awaiting the convenience of carriers.

To the Retailer and Heavier Consumers: Increase the load in cars, keep up with the spirit of the times, increase your facilities apace with the increase in the car unit, make your purchases conform to the new order of things, or expect to make your contribution in another form—in increased cost of transportation.

Excessive Speed is Not Necessary, but regularity of service is, if railroads expect consignees to give the assistance asked. The feast and famine practice of delivering freight has had and will have but one result—congestion. Avoid this and by uniform service give not only the railway facilities at terminals, but also those of the shippers, an opportunity to do their best.

Free and Unrestricted Interchange of Equipment: Last, but not the least, permit cars, without regard to ownership, to go to any place served by a railroad. Eliminate the delays that now attach to every car at terminals because of the name painted on the side; always make the car move loaded whenever a load can be found, regardless of destination. Do away with the unnecessary expense of switching, relieve your terminals correspondingly and make more room to handle that which remains. Handle cars on the line of least resistance and better results will follow. So long as a consignee unloads a required number of cars a day, why should it be any particular car first? The "average plan" of assessing car service would here quickly demonstrate its superiority over present methods.

Car efficiency cannot be secured by the imposition of ill-advised and impracticable car service rules, which serve to exasperate, but never cure. The cry is for uniformity. Without any explanation as to what that means we can neither dissent nor approve. If the expression is to be taken literally, then the question is, What shall be the standard? If free time, and that is the essence of all car service regulations, is to be determined by the needs of the smaller commerce, where conditions under which traffic is handled are dissimilar to those at greater centers, then injury and injustice is done the many in the interest of the few. If, on the other hand, the needs of the larger terminals,

where are located industries impressed with a public use and others so vast they receive and ship daily their loads of freight, is to determine the standard for all, then the door is open to abuse by giving those who do not require it free time in excess of their needs. Should an average time be decided upon, then it suits no one but him whose requirements may be below that average.

If one of the fundamentals of the interstate commerce law, that dissimilar circumstances and conditions justify different rules and regulations, is applied to car service rules, what injury can there be to public or railroad?

In the settlement of these questions between carrier and shipper practicability must be the guide. In one of his recent speeches the President, quoting from one of the federal judges, said: "The meaning of the constitution is to be sought as much in the national life as in the dictionary, for, as has been well said, government purely out of a law library can never really be good government." If that be good logic as between the Government and the people, why not the same to the people when dealing among themselves?

As in the commercial world we find men of all shades of opinion, many of whose demands are made without justice or reason, so we find their counterpart in transportation circles. There are those who are governed, apparently, by the idea that railways are not the instruments of development, but the development itself. Others there are who are impressed strongly with the idea that commerce existed long before present means of carriage were conceived, that railways are the means and not the end, and who are living up to that idea.

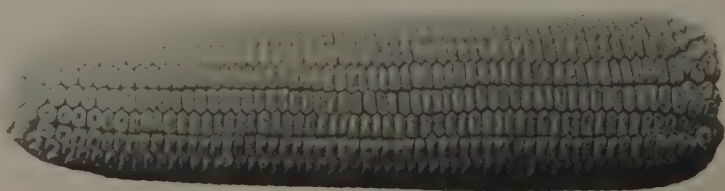
Co-operation as a means of settlement is the demand. Mutual consideration is essential. Only by placing ourselves in the other fellow's shoes can we properly determine our duty. But, are we doing it? Are we giving to each other's interests that fair consideration which is due? Do we clearly understand that injury to one is injury to all? Is there not a disposition all too prevalent to consider as unfounded and worthy of little attention, even in advance of investigation, complaints, made in good faith? A proposition carefully thought out deserves more consideration than a wave of the hand, an arbitrary declination or suave expressions of regret.

Is it not time to recognize the palpable fact that the day of car aristocracy is past. Whether bearing the name of the Pennsylvania Company or the Arcadia & Betsay River Railway, the effect is the same; it is but a car; it is built to carry freight and the freight should be that which can be secured the quickest and with a minimum cost in preliminary switching. Car efficiency of that character means an increase of equipment without the addition of a single car.

Johnson County White Dent.

The ear of corn illustrated herewith carried off highest honors at the National Corn Exposition by winning first prize. It was sold to the exhibitor for \$250, apparently one of the most expensive ears of corn ever raised.

It represents fifteen years breeding by L. B. Clore, Franklin, Ind., between "Boone County White" and "Forsythe Favorite." Mr. Clore has given it the name the caption indicates. Experts consider this corn to be about the finest grown. The success of this breed has been prescribed to careful preparation of the seed bed, thoro cultivation, judicious selection of seed, plenty of fertilizer and a complete system of underdrainage.



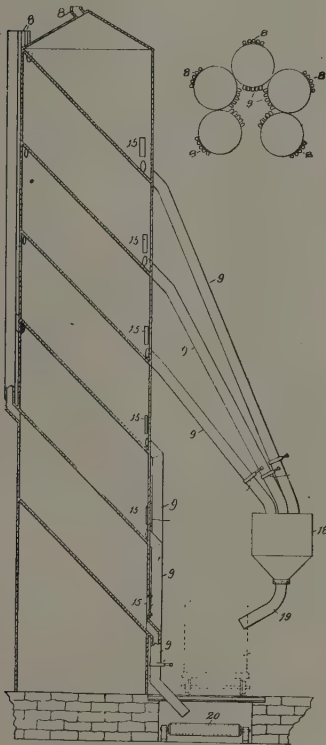
The Ear of Johnson County White Dent Which Sold for \$250.

Grain Tank Divided Horizontally Into Bins.

Since tank storage has become accepted as the most economical construction for elevators of large capacity at terminals, many designers have sought to adapt the principle to the needs of the small country shipper as well, and several curious methods of partitioning a steel or cement concrete tank into smaller bins have been illustrated in the columns of the Journal from time to time.

A novel method of partitioning a tank has been invented by Walter L. Finton, and consists of sloping floors, as shown in the engraving herewith. By their slope the floors are made to serve both as bin bottoms and hoppers. Being laid parallel to one another each bin can be completely filled by spouting into the upper corner.

In the engraving 8 are the distributing spouts to bins; 9, the discharge spouts to weighing hopper or belt; 18; 19, the car



loading spout; 15, the manholes; and 20, a belt conveyor. In another construction the discharge spouts from the upper bins run direct into car, the fall of the grain carrying it to the ends of the car.

Each bin has the capacity of a carload and may be discharged independently of the others, one at a time, or simultaneously, into scale hopper, garner, car or upon a moving belt, whereby the contents of different bins may be thoroughly blended.

By arranging several of the tanks in a circle, square or oblong plan, they can be made to inclose a covered space to constitute a working house, as shown in the cluster of five. For his invention Mr. Finton has just been granted letters patent, No. 867,962.

Defective Coopering and Poor Cars Does Not Relieve Carrier for Shortages.

In a recent legal opinion to the Iowa Grain Dealers Assn. Baily & Stipp wrote as follows:

If the shipper has shipping scales and knows positively the quantity of grain loaded into the car, he can hold the railroad company responsible for the delivery of same. Defective cooperage or loading of unsuitable cars does not relieve the railroad company of their responsibility as the following extract of a legal opinion shows, viz:—

"It is the duty of a Railway Company to furnish cars suitable for the transportation of the particular commodity which is to be shipped and the acceptance by a shipper of an unsuitable car does not excuse the Railway Company for its failure to furnish a suitable car, unless an express contract has been entered into that the shipper has released the Railway Company from its duty to furnish a suitable car."

It has been held that a statement in a bill of lading that the shipper accepts a car as suitable does not relieve the Railway Company from its liability for loss occurring because the car was not a suitable one.

It has been held by the Supreme Court of Iowa in a case in which a shipper of hogs loaded the car without the assistance or direction of the Railway Company's agent and overloaded the car, that the Railway Company could not escape liability for damage on the ground that the car was overloaded. The court used the following language, "It is not claimed that there was any deceit or misrepresentation by plaintiff as to the condition of the car or to its loading. Defendant's agent, who made the contract for it, went to the car after the loading was done and closed and sealed it. There was nothing to prevent him from seeing the manner in which it was loaded. As defendant received the property under these circumstances, and undertook to transport it to its destination, it should be held to have assumed all the liabilities of a common carrier with reference to it."

It is our opinion that the principle of law laid down in the foregoing quotation would apply to the shipment of grain under consideration and that the railroad companies which hauled the shipment, or one of them, would be liable for the grain lost.

Imports and Exports of Rice.

Imports of rice, rice meal, rice flour and broken rice for the eight months prior to Sept. 1 have been 149,983,987 lbs.; against 146,281,190 lbs. for the corresponding period of 1906.

Exports of rice, rice meal, rice flour and broken rice for the eight months prior to Sept. 1 have been 18,100,000 lbs. of domestic and 6,170,097 lbs. of foreign origin; against 15,000,000 lbs. of domestic and 6,650,864 lbs. of foreign origin for the corresponding period of 1906, as reported by O. P. Austin, chief of the Bureau of Statistics.

Any obstacle to the distribution of the trade paper is primarily a blow at national prosperity. The resulting damage to publishers, though serious enough to them, is only incidental.

You Will Not

be compelled to file claims for shortages if your cars are equipped with

The Kennedy Car Liner

It positively prevents leakage of grain in transit.

Further information cheerfully furnished if desired.

FRED. W. KENNEDY, Mfr.
Shelbyville, Indiana

Prompt and Accurate Analyses of All Grain and Feeds

Don't ship your corn until you have had it tested for per cent of moisture

The Columbus Laboratories

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NON - FREEZING Calcium Chloride

For Gas Engine Tanks

4½ pounds dissolved in every gallon of water will not freeze to 27° below zero.

Rhodes' Calcium Chloride absolutely does not rust or effect metal of any kind, never precipitates; and don't evaporate. Lasts all Winter.

We are only manufacturers of this specially neutralized Calcium Chloride.

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James H. Rhodes & Company

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Supreme Court Decisions

Diligence in Movement of Freight.—The issue of reasonable diligence in the shipment of freight is for the jury.—*Cummins v. Atlantic Coast Line R. Co.* Supreme Court of South Carolina. 58 S. E. 944.

The measure of damages for the failure of a seller to deliver goods is the additional cost for procuring similar goods in the open market, where the goods can be procured, and, if the goods cannot be procured, the buyer is entitled to the loss of profits.—*Talcott v. Freedman.* Supreme Court of Michigan. 113 N. W. 13.

Acceptance of Corn—Waiver of Inferiority.—Where defendant accepted certain corn delivered under a contract of sale, he thereby waived the right to claim that the corn was inferior in quality; the inferiority, if any, being obvious, and not latent.—*Brooke v. Laurens Milling Co.* Supreme Court of South Carolina. 58 S. E. 806.

Assessment by Receiver of Mutual Insurance Co.—Where an assessment by a receiver of a mutual insurance company is excessive, adequate relief may be had by vacating it or by securing a proper distribution of the funds raised thereby, and a bill of review does not lie.—*Daniel v. Citizens Mutual Fire Ins. Co., of Jackson, Mich.* Supreme Court of Michigan. 113 N. W. 17.

Connecting Carriers.—24 St. at Large, p. 1, makes each carrier the agent of its connecting carrier from whom it receives freight, and makes each liable for any freight lost, damaged, or destroyed by the connecting carrier. Held, an infringement of the interstate commerce clause of the federal Constitution.—*Venning v. Atlantic Coast Line R. Co.* Supreme Court of South Carolina. 58 S. E. 933.

Transfer of B/L by Indorsement.—The indorsement and delivery by a shipper of a bill of lading to a shipment of flour, with sight draft attached, to a bank, who credited the shipper's account with the amount of the draft, operated as a symbolical delivery of the flour, and vested the title in the bank.—*Walsh, Boyle & Co. v. First Nat. Bank of Hiawatha, Kan.* Supreme Court of Illinois. 81 N. E. 1067.

Guaranty of Price.—Where a contract for the sale of corn provided that, in case of the buyer's breach, the seller should sell the corn for the buyer's account, such contract, if construed to authorize a sale on the buyer's breach before the delivery date, did not operate as an implied guaranty by the seller of the market price on the day of such resale.—*Brooke v. Laurens Milling Co.* Supreme Court of South Carolina. 58 S. E. 806.

Decision of Grain Inspector.—Where a contract for the sale of No. 2 white corn provided that a certain public elevator grade should be accepted as final, the buyer was absolutely bound to accept corn tendered and passed as "standard No. 2 white" by the public elevator, when the grading was done in the exercise of an honest judgment.—*Brooke v. Laurens Milling Co.* Supreme Court of South Carolina. 58 S. E. 806.

Grain Brokers—Taxation.—The classification (section 66, Revenue Act [Laws 1903, p. 407, c. 73]) of "every person, company, or corporation engaged in the business of buying and selling grain for profit" as a "grain broker" for purposes of assessment, and providing for the assessment of the average capital of grain brokers, is not unconstitutional.—*Central Granaries Co. v. Lancaster County Supreme Court of Nebraska.* 113 N. W. 199.

Mutual Insurance.—Where a mutual assessment insurance company denies liability on a policy providing that no suit shall

be brought thereon until an assessment has been made, and refuses to make an assessment, the insured may sue at law for breach of contract and recover the amount he would have been entitled to if the company had made an assessment.—*Batson v. South Carolina Mutual Ins. Co.* Supreme Court of South Carolina. 58 S. E. 936.

Property Covered by B/L not Subject to Attachment.—In a proceeding by a creditor to attach a shipment of flour, the bill of lading which had been indorsed and delivered to a bank by the debtor, where there was no claim of a fraudulent transfer, the creditor was only entitled to the rights in the property attached which the debtor had in it at the time of the levy of the writ.—*Walsh, Boyle & Co. v. First Nat. Bank of Hiawatha, Kan.* Supreme Court of Illinois. 81 N. E. 1067.

State Rate Law Under Federal Jurisdiction.—A suit to enjoin the enforcement of state enactments regulating railroad rates, on the ground that the same are confiscatory and would deprive the railroad companies of their property without due process of law and deny them the equal protection of the laws, in violation of the fourteenth constitutional amendment, is one arising under the Constitution of the United States, of which a federal court has jurisdiction on that ground.—*Perkins v. Northern Pacific Ry. Co.* Circuit Court, District of Minnesota. 155 Federal 445.

Repeal of Arbitrators.—An unsworn verbal report made to the court by three persons selected by the parties to pending litigation to settle the matters therein in controversy between them cannot legally be made the judgment of the court, where it appears that there was no order of the court referring the case to the three persons, and that said report was simply the opinion of the three persons formed without hearing evidence, or giving the party against whom the report was made an opportunity of being heard, or of contesting the truth of such report.—*Hardy v. Hardy.* Court of Appeals of Georgia. 58 S. E. 779.

Short Sale—Broker's Rights.—Where defendant directed plaintiffs, who were stockbrokers, to sell certain stocks short for him, and afterward directed them to purchase the same stocks to fill the sale contracts, which they did, plaintiffs were entitled to recover the amounts so paid out or the balance remaining due thereon, even though the original short sales were intended as merely a wagering transaction, and no deliveries were contemplated; the indebtedness having arisen out of the subsequent purchases, to cover which it was clearly defendant's right to make at his election.—*Whittmore v. Malcomson.* U. S. Circuit Court, S. D. New York. 155 Fed. 503.

Subrogation Law Unconstitutional

A Denver court has held the Colorado law forbidding fire insurance companies the right of subrogation to be unconstitutional. This decision was made in the suit of the fire insurance companies which paid the \$20,000 loss of McPhee & McGinnity on their lumber yard at Denver, which they claimed was set on fire by sparks from a Union Pacific engine. The companies settled and took subrogation of the claim. The railroad set up the statute providing that companies are not subject to subrogation in case of fire started by sparks from engines, but the lower court held that the statute was unconstitutional as class legislation.

In the bins of the mill at Aubrey, Tex., recently was discovered 52,000 bus. of wheat that had lain there unknown to the owners of the mill for the past three years. The plant had been closed, and the grain is now worthless thru insect ravages. Live men. We bet they do not read any of the milling journals. "Too busy."

Consignee May Sue for Grain Lost in Transit.

The suit of Askew & Co., of Newnan, Ga., against the Southern Ry. Co. to recover for 22,306 lbs. of corn lost in transit, was dismissed by the city court of Atlanta on the ground that plaintiffs had no cause of action, not having secured the B/L before the corn became lost.

In reversing this decision, in favor of the consignee, Judge Powell of the Court of Appeals of Georgia, said:

"The failure to deliver the corn in accordance with the contract of carriage may be treated simply as a breach of the contract of carriage. Under Civ. Code 1895, Section 3072, 'personality to which the owner has a right of possession in the future, or a right of immediate possession, wrongfully withheld, is termed by the law a chose in action.' Under Civ. Code 1895, Section 3077, 'all choses in action arising upon contract may be assigned so as to vest the title in the assignee.'

"Since a cause of action arising in tort is not usually assignable, and since, at common law, ordinarily, causes of action originating ex contractu were not, many decisions in other states and text-book citations may be found to the effect that only the consignor may sue where the goods are lost by the carrier before the consignee's title or substantial interest in the subject-matter of the shipment arises.

"Under the sections of the Code cited above, we think that upon the transfer to the plaintiffs of the B/L calling for the full quantity of corn, there was assigned to them the right of action for the defendant's loss or conversion of a part of it. When Askew & Co. became the owners of the B/L they became the owners of all the corn wherever it might be, whether in the car or out of the car (*Joiner v. Stallings*, 127 Ga. 203, 56 S. E. 304); and if the defendant retained possession, custody, or control over a portion of it, by failing to deliver it on demand, or if the defendant broke its contract of carriage, as embodied in the B/L by failing to deliver the corn to them or to the connecting carrier for them, the right to sue was complete in them. *Reed v. James*, 84 Ga. 390.

"Chief Justice Simmons, in the case of *American Nat. Bk. v. Georgia R. Co.*, 96 Ga. 668, says: 'A very large proportion of the business of the country is founded upon transfers of Bs/L; and if the transferee were required at his peril to ascertain from the carrier whether the representations made in the B/L are true or not, it would practically put an end to this class of transactions.'

"The plaintiffs' action is good, whether it be regarded as a suit by them as transferees of the cause of action ex contractu which would have inured to the original shippers, or by them as the actual owners on an implied assumpsit arising from the defendant's conversion by not delivering the goods to them on demand after they acquired the title through the B/L." 58 S. E. 242.

An artistic hanger suitable for decorating any grain office is being given out by the Pope & Eckhardt Co. It is an excellent reproduction by the three color process of a beautiful oil painting of corn by the famous rural artist, A. Montgomery.

Pay Vidout Mona.

Ant det fonney ho cash mona
Can play vit hide an seek.
First avra boda skal ha plenty,
Den again it skals a sneak.

Ven it commance for acting shylee,
Den avra von goes mäd;
Den ven avar et koms ento site
Avra boda mecks a grab.

Now avra tang skal bae all rite,
Der skal bae no fraid for scare,
For beesnas et can all bae done,
Vet oet mana ana vare.

Ven jou bi veet fon da farmer,
Yoost pay hem vit a check.
Hae den can teck et to the bank,
Vit oet danger of a wreck.
—From Knute's Buke.

Books Received

EXPORTS OF FARM AND FOREST PRODUCTS.—The quantity and value of each product exported to each country from the United States are tabulated in a 68-page pamphlet compiled by the Division of Foreign Markets and issued Oct. 17. The detailed statistics cover each of the crop years ending June 30, 1904, 1905 and 1906. Bulletin No. 53; Bureau of Statistics, Washington, D. C.

FIELD MICE.—The habits of the common field mice of the United States, the conditions which favor their enormous multiplication, the natural enemies which aid in their repression and the agencies which farmers may employ to avoid losses by the animals are described and illustrated by David E. Lantz in a pamphlet just issued by the Dept. of Agri. Attacks by mice begin with the sprouting grain and in the case of fall sown wheat and rye continue during the winter. Much damage is done when the grain is mature, as the stalks are then cut down. The animals attack the shocked grain and even the stacks. Mice are perfectly at home in the shocks and multiply with great rapidity, so that within a few weeks a pair and their progeny may totally ruin an entire shock of wheat or oats. The annual destruction of grain and forage is enormous. Bulletin No. 31; Biological Survey, Washington, D. C.

OCEAN FREIGHT RATES.—Freight rates from New York, Boston and Baltimore to European ports on different products for the past 4 years have been tabulated by Frank H. Andrews and presented with interesting comment in a pamphlet of 43 pages, describing the net grain form of charter party, the Baltimore berth grain charter party, Cork for orders charter party, New Orleans berth terms charter party and Galveston grain charter party. In 1876 wheat was carried from New York to Liverpool at a mean rate for the year of 16.8 cents gold per bu., and in 1906 the mean rate was only 3 cents per bu. In 1876 the average rate charged by sailing vessels for carrying grain from San Francisco to ports in the United Kingdom was 32 cents per bu.; against 15 cents in 1906. Reductions are due to improvements in the construction of vessels and in methods of handling them and their cargoes. Bulletin No. 67; Bureau of Statistics, U. S. Dept. of Agri., Washington, D. C.

ALCOHOL V. GASOLINE.—Experiments in the use of alcohol in internal combustion engines have been conducted by the Iowa State College to compare the economy compared with gasoline, in the generation of power and light. Three

different makes of gasoline engines were used in the tests. It was learned that alcohol probably would not come into successful competition with gasoline in the production of power when the cost of alcohol per gallon is greater than that of gasoline, even in the special designed engine. Conditions under which alcohol will be able to compete with gasoline will come about slowly. Experiment showed that alcohol of 94% purity, when used in engines designed for gasoline, has but 68% to 85% the value of gasoline in the production of power. To compete with gasoline at 20 cents per gallon 94% alcohol must be sold for from 13 to 17 cents per gallon, and 90% alcohol from 11 to 15 cents per gallon. None of the engines could be started readily with alcohol, altho a few could be started with less difficulty than others. After having once been started with gasoline and warmed up, the carburetors as designed for gasoline vaporized the alcohol successfully except in one instance. Bulletin No. 93, Agri. Engineering Section, Iowa State College, Ames, Ia.

ILLINOIS R. R. & WAREHOUSE COMMISSION REPORT.—The 36th Annual Report of the Illinois Railroad & Warehouse Commission contains detailed statistics of the operations of the steam railroads of the state, the report of the state grain inspection department for the year ending Oct. 31, 1906, and the new and old laws governing the inspection and public warehousing of grain. The total "in" inspection at Chicago by lake, canal and cars of all kinds of grain during the year was 257,214,397 bus., being 10,520,518 bus. more than the preceding year. The average carload was 1,150 bus. wheat; 1,181 bus. corn; 1,761 bus. oats; 1,105 bus. rye; and 1,019 bus. barley. The total receipts from the inspection and registration departments during the year were \$135,803.73, and the total expenditures, \$121,045.09, showing an increase to the credit of the reserve fund of \$14,758.04; the reserve fund at the close of the fiscal year amounting to \$70,915.11. Of the 191,406 cars arriving during the year the inspectors reported 790 in bad order. The number of carloads of each grade of each grain for each month is shown, as well as the inspection by railroads, lake and canal, into and out of store. Reinspection was called on 2,882 cars, and the grading changed on 1,753 of these. The monthly expense of the inspection and registration departments ranged from \$9,771 in February to \$10,452 in December. The total receipts fluctuate widely with the volume of grain arriving, having been \$7,720 in April and \$14,292 in October. In 1897 out of a total of 277,395,365 bus. of all grains inspected on arrival, 107,958,637 bus. was received into public elevators; but in 1906 out of 257,214,000 bus. inspected on arrival only 34,052,876 bus. went into the public elevators, showing that the private elevators handle the bulk of the grain. The private, unlicensed, elevators inspected out of store into cars and boats during the 12 months ending Oct. 31, 1906, 117,226,654 bus. of all grains. At East St. Louis there was inspected 28,266 cars and the fees from inspection were \$15,468, and from weighing \$6,561; the total cash received being \$22,130 and the expenses \$18,683.

Avoid waste of gasoline by seeing that the admission valve of the engine closes properly between charges, so as not to allow a continuous flow of fuel into the engine.

KANT SLIP Car Mover

Address: P. H. JACOBUS, Millstadt, Ill.

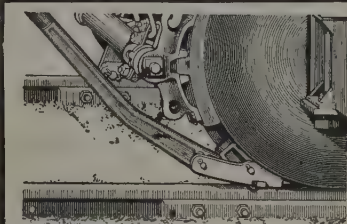


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The Appleton Car-Mover Co.
Appleton, Wis., U. S. A.

Is decidedly the best and most powerful Car-Mover on the market, and supersedes all others wherever introduced. Try an "ATLAS." It will pay for itself in a few hours' use.



THE NO-SLIP CAR MOVER

Patented April 16th, 1907

Manufactured by

THE NO-SLIP CAR MOVER WORKS, New Madison, Ohio
The best and most powerful car mover made. Try one on 5 days' trial and you will never use anything else. Price, \$5.00.

Gardiner B. Van Ness

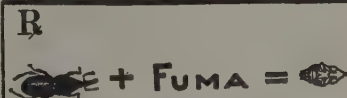
**GRAIN COMMISSION
MERCHANT.**

"Serves you right"

Main Office

640-642 Postal Telegraph Bldg.
CHICAGO

Branches: PEORIA
ST. LOUIS



Live weevil plus a little Fuma equals dead ones every time

Fumigate Your Elevators and Mills With

FUMA

The only satisfactory method of treating grain in the bin; kills all insects, weevil, moths, etc.

10c per lb. in 50 lb. and 100 lb. drums
Send for printed matter

EDWARD R. TAYLOR
Manufacturing Chemist Penn Yan, N. Y.

Supply Trade

Fairbanks, Morse & Co. have purchased two improved Hall Signaling Grain Distributors.

The Number Eight Mill and Elevator awarded as a prize at the National Corn Exposition by The N. P. Bowsher Co., was won by Ray F. Bennett, Ames, Ia.

A. J. Pepper is now Sec'y and Treas. of the Capital Construction Co., designers and builders of elevators and mills, Oklahoma City. He succeeded L. E. Simpson.

The Automatic Scale Co. has been incorporated in Ohio with headquarters at Sandusky for \$10,000 by Julius Bishop, John Ray, T. T. Morgan, J. C. Kelley and H. A. Dane.

The P. H. Pelkey Construction Co. reports a splendid business this season. The Kansans must expect an enormous corn crop as the company has built about forty corn houses since August.

The Chicago office of the Durable Wire Rope Co. reports that the month of October was its best, in consideration of the actual number of feet of rope sold, since the office was opened.

The many friends of Fred L. Cranson, Sec'y of the Huntley Mfg. Co., will be pleased to learn that he has recovered so rapidly from the recent operation as to be able to walk again. He is feeling better than ever and daily getting younger.

The Wolf Co. which went into the hands of a receiver some time ago has announced plan of settlement to creditors. The creditors of the Wolf Company and Augustus Wolf are offered 20c on the dollar in cash, or they can exchange their claims for the preferred stock of the new company. The business has proved profitable under the receivership.

Who are the most prosperous grain dealers in this country? Those who not only read the editorial but carefully study the advertising columns of the Journal. In every issue there is some piece of machinery, machine, or elevator device that is described because it deserves the attention of elevator operators. Grain dealers who pay \$1.50 for 24 issues of the Journal and get ten times its worth in practical ideas are those who read both the advertising and the editorial columns carefully.

A forty candle-power light would show very differently in a lighthouse and in a common lantern. It is a matter of lenses, of environment. Just as an advertisement in the Grain Dealers Journal, where all progressive grain dealers look for information of interest to their business, is bound to reach more grain dealers than when shining thru all the weak mediums. To insure the light of your announcements reaching the farthest points of the grain trade territory use the strongest trade lens obtainable.

"This same machine, without any changes, will handle any kind of corn anywhere" is the sweeping assertion the Marseilles Mfg. Co. makes for its "New Marseilles" Dustless Cylinder Corn Sheller. And this machine illustrates the tendency of manufacturers to concentrate mechanical effectiveness in as small amount of space as possible, thus affording an enormous saving of capital. For instance, before this machine appeared on the mar-

ket the Marseilles Mfg. Co. made a partial alphabet of styles called A. C. D. E. H. etc. designed to meet the needs of sheller operators in different sections of the country. The "New Marseilles" represents several in one and for this reason the company makes the assertion quoted above.

If you toot your little tooter, and lay aside your horn; there's not a soul in ten short days will know that you were born. The man who gathers pumpkins is the man who plows all day; and the man who keeps "ahumpin'" is the man who makes it pay. The man who advertises with a sudden sort of jerk, is the man who blames the printer because it didn't work. The gent who gets the business has a long and steady pull; and keeps the local papers for weeks and weeks quite full. He plans his advertisements in a thoughtful, earnest way; and keeps forever at it until he makes it pay. He has much faith in futures, and can stand a sudden shock; and, like the man in scripture, has his business on a rock.

A Cheap Non-Freezing Solution for Gas Engine Cooling Tanks.

As a cheap, efficient and reliable anti-freezing solution for water tanks and water jackets of gas engines, Calcium Chloride has been found very satisfactory.

It's freezing point is 54 degrees below zero Fahrenheit. That is sufficiently low to withstand almost any climate.

It has no corrosive or injurious effects on the engine.

To go into the matter further, Calcium Chloride is a white solid, which when dissolved in water makes a colorless and odorless solution.

The freezing point of a Calcium Chloride solution depends on the quantity of the chemical dissolved in the water.

A solution of four and one-half pounds to a gallon of water will not freeze until the temperature falls to 27 degrees below zero. This is found sufficient in most instances, but a solution can be made which will not freeze until 54 degrees below zero is reached, by dissolving 5½ lbs. to a gallon of water.

Calcium chloride tho a hard solid mass can be broken into small pieces with little trouble, and will dissolve very easily and quickly.

Altho a solution can be made by dissolving the proper amount to a gallon of water, it is best to test it with a Salometer which is furnished by the manufacturers at a minimum price.

The following table can be referred to when making the solution. The minus sign — denotes temperature below zero and the plus sign + above zero Fahrenheit.

	D. S.	F. P.
2 lbs. Calcium Chloride.	52	18 degrees
2½ " to each	80	4 "
3 " "	88	-2.5 "
3½ " gallon	95	-5 "
4 " "	104	-17 "
4½ " of water	112	-27 "
5 " "	120	-39 "
5½ " "	124	-54 "

D. S.—Degrees shown by Salometer Test. F. P.—Indicates the number of degrees Fahrenheit at which the solution may be expected to freeze.

As stated above, Calcium Chloride is very cheap, which is due to the fact that it is made from the waste product of salt, but all the salt impurities are extracted in the process of manufacture, so the Calcium is absolutely non-injurious.

It is packed solid in sheet iron drums and tin cans and must be broken by pounding the drum or can along the

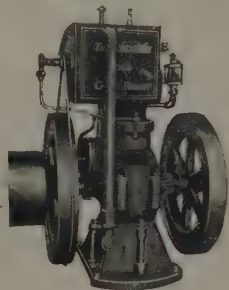
sides with an ax or sledge. This pounding breaks the mass into small pieces and the head of the drum is then knocked off and the calcium is put into the water and stirred until thoroughly dissolved. Then test it with a Salometer.

A drum weighs about 675 lbs., and cans weigh 10, 50, 100 and 150 lbs. The drum is worthless after the calcium is removed and may be thrown away.

We may also add that gas engine tanks in which Calcium Chloride has been used consecutively for four winters show no sign of corrosion in excess of the rust caused by plain water.

Waterless, Tankless Engine.

Tanks holding gasoline and water have generally been considered necessary adjuncts to a gasoline engine, but the "New Way," sold by the Standard Scale & Supply Co., is an exception. Air has been successfully substituted for water to cool the cylinder, by connecting the fly wheel by belt with a powerful fan. Instead of the usual gasoline tank the base of the engine has been so arranged that it may be filled with enough gasoline to run the engine for a day. The gasoline is automatically pumped into the cylinder.



The advantage of eliminating water is apparent to the operator of a gas engine, for in the winter it frequently freezes in the jacket when the engine has not been properly drained, and consequently something breaks. When the air current is used there is no line or sediment to become clogged in the water jacket.

The "New Way" is a very easy starting engine, confined to a very limited floor space, and a neat looking machine. Its governor is "hit and miss," thus insuring economy of fuel. Dry cells are used for ignition. The engine has been successfully used ever since it was placed on the market, and when properly operated the company guarantees it to run indefinitely without stopping.

Combined Corn and Grain Separator.

Elevator operators demanded a machine that would clean corn as well as a corn separator, clean wheat as well as a wheat separator without stopping when in motion, to change screens. The Huntley Mfg. Co. about five years ago noted this demand, and consequently placed on the market the Monitor Combined Corn and Grain Separator, a machine designed to merit the approval of mechanics, and do the work the elevator operator demanded, quickly and satisfactorily.

The machine in its 1907 model, elsewhere reproduced in this Journal, has proved to the satisfaction of hundreds of users that it is not an experiment but a practical machine that very effectively puts corn and grain in proper condition to grade when marketed.

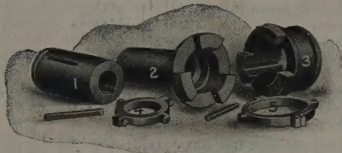
This Combined Corn and Grain Sep-

arator has the double shoe or compound shake movement, one screen being of a size suitable for the corn and the other for wheat. When in operation it is only necessary to reverse a gate in order to change from corn to wheat. The compound shake movement eliminates any jarring tendency, and it may be placed at the top of the elevator with perfect safety. The air separations of the machine have been perfected and may be regulated while machine is in motion to suit the judgment of the operator. A detailed description of the machine may be procured by Journal readers from the Huntley Mfg. Co.

Friction Jaw Clutch.

There are various methods of testing the desirability of a friction clutch for mechanical purposes, but the Standard Mfg. Co. submits its product to an extraordinary test when it pours a pint of oil on it, previous to starting the machinery with its friction jaw clutch. It has been considered practical mechanics as a rule to keep all oil away from this sort of machinery, but in order to prove beyond a question that its clutch positively will not slip under any consideration the company bathes it in oil.

This positive drive clutch is composed of three castings and three rings, as is shown in illustration. The levers of the clutch are attached to a casting with a cone point. The point of the cone fits



into a recess on opposite casting to which pulley is attached. By bearing on first lever cone is pressed into the recess, causing a friction, which starts machinery slowly. After the proper speed of the line shaft has been attained the first lever is released and the second one which is attached to casting circling cone is pulled, and the jaws are brot together, thus furnishing a positive drive.

The clutch is so made that it is not a burden to the shaft but strengthens it. It is made either in solid or split pattern to suit the convenience of elevator operators.

The principal points about the clutch, which is manufactured in Sidney, Ohio, by aforesaid company are, that it starts machinery without any jar or jolt; is a positive drive; works best in oil; and the price is right."

"A Manless Scale."

A Bloomington, Ill., journal reporter recently wandered into the manufacturing establishment of McLeod Bros., where they make Automatic Scales, and these are some of the things he noted.

"In these days of smokeless powder, wireless telegraf, horseless carriages and cowless butter it is to be expected that we should have a manless scale. And we have it for use in elevators.

"Altho this machine has been on the market for years, McLeod Bros., but recently established a factory in this city. From what is said by grain men using it, it is a perfect machine for its intended use, the weighing of grain as it flows from an elevator to the car.

"The McLeod scale was formerly man-

ufactured by a stock company under a lease of their patents, the lease expiring July 17 of this year, when they severed their connection with the Peru Company. The McLeod brothers are the sole owners of the patents covering the manufacture of the McLeod scales and they state that no other individual or company has any right to manufacture or sell any automatic scale infringing on their patent, or use their name. They expect to protect themselves and will speedily prosecute any such infringements.

"It takes only a few moments' demonstration to see plainly the advantage any elevator man could realize from the use of such a machine. In fact no grain dealer could afford to miss the benefit to be derived by employing the service of a McLeod automatic scale. Guessing at the weight of a carload of grain is an expensive business, especially when the fellow buying it knows that you are guessing at the weight, and sticks you for a big "shortage." If you trust the weight to a McLeod scale, it can't lie. You can depend upon this little machine for an exact record of the weight of grain loaded into the car.

"It never forgets to put down a draught, as the most careful man will sometimes do; it never gets 'boozed' and puts down incorrect weight; it never gives overweight nor under-weight; never stops to take a chew of tobacco; never gets sick, wants a day off nor strikes for a 'raise.'"

Publicity and Personal Salesmanship.

The salesman is the apostle of optimism.

He makes things of real value attractive.

He makes truth plausible.

He knows human nature, both brain and heart sides.

He knows the goods he sells in all their possibilities of usefulness and pleasure giving to the final purchaser.

He is firmly grounded in fundamental truth.

Creative joy in his work distinguishes the salesman from the mere order-taker.

Now an advertiser is merely a salesman using organized methods in his work.

Words of mouth are limited by the number of ears within reach.

Words displayed in magazines, trade papers, street cars and on billboards cover the whole range of people understanding the language of the words employed.

Ideas expressed in demonstrating samples are limited to the eyes within reach of the salesman using this method.

Ideas revealed in pictures and displayed in magazines, trade papers, street cars and on billboards are not confined in scope to any language, but influence wherever there are eyes to see.

The salesman who confines his work to the use of words, or the expression of ideas by demonstrating his samples, will fail utterly, unless he bridges the gaps between interesting a possible customer and finally closing a sale by every means within command of his resources. —John Lee Mahin.

A Wisconsin farmer was paralyzed while cultivating corn. Others will get that way on the finished product.

Victoria, New South Wales, proposes to reduce the standard size of the corn sack or wheat bag, which at present holds about 250 lbs., to a capacity of 200 lbs. Give us a lift.

ROPE! ROPE! ROPE!

Jupiter Transmission Rope

Marline - covered wire, strong as plain wire, pliable as Manila, better than either.

Special Grain Shovel Rope

An Elevator Superintendent said last week at Cincinnati: "On our Shovels your rope outwears twenty Manila ropes."

Special Car Pulling Rope

Most Economical Rope on the market for this purpose

DURABLE WIRE ROPE COMPANY

BOSTON. 28-30 Atlantic Ave. CHICAGO: 32 S. Canal St.

Establish

the fact that your cars were sealed at point of origin, with a seal that cannot be duplicated. It protects you against loss. Use the Tyden Self-Locking Car Seal, bearing your name, and co-secutively numbered.

The record is easy to keep. Adopted by U. S. Government for inspectors. Price \$3.50 per 1,000, sample free.

INTERNATIONAL SEAL & LOCK CO.

CHAS. J. WEBB, Gen'l Sales Agt.
617 Railway Exchange Building, CHICAGO



FRICITION JAW CLUTCH

How would you like to use a Friction Jaw Clutch that *positively will not slip*. Works in oil; starts machinery without jar or jolt. Can be used with either sprockets or pulley; is sold from

\$10.00 to \$30.00

according to size. Is guaranteed and placed in your elevator *on thirty days trial*—then write us and we will tell you of those who have been using the jaw clutch successfully and have been repeating their orders.

Standard Mfg. Co.
Sidney, Ohio

Patents Granted

Gas Engine. No. 869,021. Odin Roberts, Dedham, Mass.

Spark Plug. No. 869,865. Alfred Holsten, New York, N. Y.

Gas Engine. No. 869,887. Jas. F. Duryea, Springfield, Mass.

Gas Engine. No. 869,258. Wm. L. Morrow, Stockton, Cal.

Gas Engine. No. 869,503. Wm. L. Morrow, Stockton, Cal.

Gas Engine. No. 869,611. Jos. D. Anderson, St. Marys, O.

Gas Engine. No. 869,991. Elliott J. Stoddard, Detroit, Mich.

Gas Engine. No. 868,978. Martin Fischer, Zurich, Switzerland.

Spark Plug for Engines. No. 870,369. Arthur E. Lamkin, Croydon, Eng.

Hot Head for Gas Engines. No. 869,528. Chas. L. Smalley, Stepney, Conn.

Gas Engine. No. 870,065. Allie R. Welch and Fred S. Welch, Pontiac, Mich.

Electric Igniter. No. 869,208. Oliver J. Lodge and Alex. M. Lodge, Birmingham, Eng.

Igniter for Engines. No. 869,601. Richard Varley, Englewood, N. J., assignor to the Autocool Co.

Spark Plug. No. 868,737. Frank J. Watt, Detroit, Mich., assignor of one-half to Roy E. Hardy, New York, N. Y.

Gas Engine. No. 868,765. Herman Dock, Wyncote, Pa., assignor to the Dock Gas Engine Co., New York, N. Y.

Gas Engine. No. 868,689. Harry M. Neer, Columbus, O., assignor to the Neer Air-Cooled Engine Co., Plain City, O.

Gas Engine. No. 870,240. Dorville Libby, Jr., San Francisco, Cal., assignor to the Sunset Automobile Co., San Francisco.

Gas Engine. No. 868,834. Wm. K. Bassford, Perth Amboy, N. J., assignor to Vapor Gas Engine Mfg. Co., Perth Amboy.

Gas Engine Valve. No. 870,125. Gustav B. Petsche, Philadelphia, Pa., assignor to Southwark Foundry & Machine Co., Philadelphia.

Gas Engine. No. 869,393. Royston W. Powell and Christopher F. Norton, Brooklyn, N. Y., assignors of $\frac{1}{4}$ to Chas. I. McLaughlin and $\frac{1}{4}$ to Luther P. Powell, Brooklyn, N. Y.

Car Mover. No. 870,043. (See cut.) Andrew J. Maine, Appleton, Wis. The rail shoe has a gripping device operated by the lever, a second load lever engaging the wheel and oscillating pivotally in a channel of the shoe.

Corn Grader. No. 870,515. (See cut.) Chas. Hunnicutt, Wilmington, O. Slots are formed in the corrugated bottom and two receptacles are hinged together. One edge of the grading device is pivoted on a bar that it may be vibrated and inverted. The two receptacles are formed into a case inclosing the screen.

Grain Tally. No. 869,150. (See cut.) Harry H. Warren, Sheridan, Ill., assignor of $\frac{1}{2}$ to Wm. P. Warren, Sheridan. Near the mouth of a spot is secured a tally box having an operating ball pivoted to its inner end. By the swinging of the gate closing the spout a bar is reciprocated, operating a pawl to intermittently move the dial one notch.

Grain Door. No. 869,412. (See cut.) Henry H. Boenker, St. Charles, Mo. The door carries lateral flanges, between which a wing is adjustably hinged. Bolts loosely connected to the wings and extending thru the door co-operate with nuts to draw the wings into alignment with the door. The door is designed to be folded against the upper portion of hangers and swung against the top of the car.

Grain Door. No. 869,743. (See cut.) Wm. R. Smith, Topeka, Kan., assignor of $\frac{1}{2}$ to Frank L. Park, Topeka. A door-section is pivoted at its lower portion within a casing to travel thru an opening in the casing. At one side of the section is a pivoted retaining device having a cam-face to swing laterally into contact with the side of the section and automatically across the end opening in the casing.

Weighing Device. No. 869,969. (See cut.) Ransom E. Kimble, Vicksburg, Mich. A double compartment weighing box is formed by dividing a receptacle centrally by a partition, the box oscillating on a central pivot. A link is pivoted to the scale beam and to the weighing box, whereby the box is held in position to receive from the hopper into one or the other of its compartments, when the scale beam is at rest.

Conveyor Belt. No. 869,935. (See cut.) Geo. C. Plummer, Philadelphia, Pa., assignor to Main Belting Co., Philadelphia. A solid woven body has secured to it one or more layers of a wear resisting fabric composed of animal or vegetable fibers, or duck, the central portion of the face having more layers of duck than the other portions. Extra layers of duck are provided on the part of the belt traveling over idlers.

Gas Engine Cooler. No. 869,369. (See cut.) Franklin G. Hobart and Warren W. Gore, Beloit, Wis., assignors to Fairbanks, Morse & Co., Chicago, Ill. The system of piping is such that the cylinder water jacket is supplied with water made up of a mixture of the warm water flowing from the outlet of the jacket and the water from a supply connection. The amount of water returned from the outlet to the inlet is regulated by a valve and passed thru a mixing conduit.

Grain Door. No. 869,377. (See cut.) Chas. E. Mapes, Havana, N. D., assignor of $\frac{1}{2}$ to Henry J. Waddell, Havana. The two parts of the door overlap at their inner edges and are provided with overlapping laterally projecting flanges. A bar locks the two sections against endwise separation; and vertical movement of one of the door-sections with respect to the other is prevented by a channel-shaped lock piece pivoted to one of the overlapping flanges.

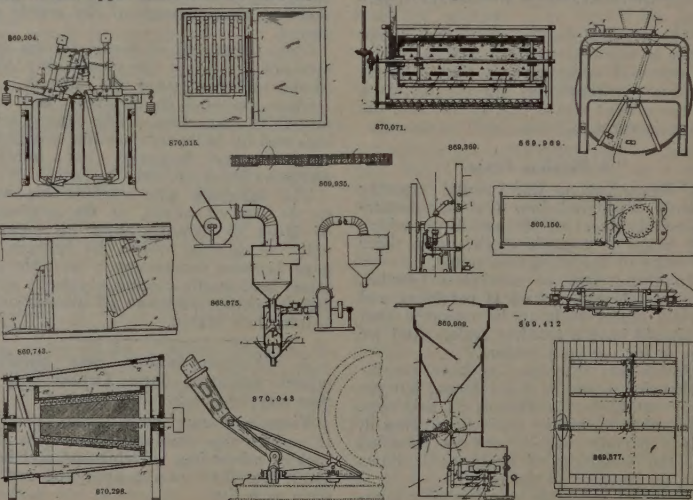
Huiling Machine. No. 870,298. (See cut.) Levi Lash, Garretson, S. D., assignor of $\frac{1}{2}$ to Jay P. Peterson, Russell, Minn. Combined with a casing having rectangularly diagonally spaced teeth upon the inner face thereof, are a shaft extended thru the casing, a roller upon the shaft having spaced series of rectangular teeth, parallel inclined screens above and below the casing, an inclined imperforate member below and movable with each screen, and means for directing the material from the board of the upper screen to the casing.

Automatic Weighing Machine. No. 869,204. (See cut.) Robert D. Webb, Minden, La. Two independently movable scale beams have weighted standards and receptacles alternately receiving the material. The valve mechanism controlling the admission of material to the receptacles is connected to the scale beams. The mechanism is operated by levers, and links having cam surfaces, and the descending beam aids in operating the valves. The connections are held out of engagement with the beams when the latter are in weighing position.

Rotary Grain Scourer. No. 870,071. (See cut.) Samuel T. Wilson, Charleston, W. Va., assignor of $\frac{1}{3}$ to Jackson Carr and $\frac{1}{3}$ to H. W. Sentz, Charleston. The scourer comprises a supporting frame, a shaft, a scouring cylinder on the shaft, screened discharge openings in the cylinder, a series of triangular projections arranged at spaced intervals over the inner surface of the cylinder and serving to spread the material, a fabric covering applied over the entire inner surface of the cylinder and having a coating of abrasive material, a feed chute having an angularly disposed portion projected into the inlet opening and arranged concentric with the shaft.

Meter for Grain or Coal. No. 869,999. (See cut.) Montross Washburn, Ossining, and Roger D. Granger, Brooklyn, N. Y. A revolving bucket is combined with two pivoted levers, each having a stop at one end and a spring attached to the other end, the springs being of progressively increasing tension as the stops are sequentially engaged successively by the wings of the bucket, whereby the bucket is prevented from revolving successively by the stops until the pressure thereon is sufficient to overcome successively the tension of the springs. The weight of the material to be weighed actuates one lever and stop, and the sliding of the load in the bucket to the periphery thereof actuates the other lever and stop.

Screening Collector and Separator. No. 868,675. (See cut.) Lee Lockwood, Des Moines, Ia. The apparatus comprises primary and secondary settling chambers, each being provided with an inlet and two outlets. A fan has its intake connected to produce an inflow of air in opposition to the matter allowed to escape thru the outlet from the primary settling chamber, whereby the heavier portions of the matter are permitted to discharge while the lighter portions are sucked thru the fan, and ultimately blown into the secondary settling chamber. The discharge spout from the primary settling chamber is inclosed in a separating chamber having an inverted cone to spread the material before it drops into the lower funnel.



Fire Insurance Companies

Established 1889

Indiana Millers Mutual Fire Insurance Company

OF INDIANAPOLIS, IND.

MILLS AND ELEVATORS ONLY

Purely Mutual

E. E. PERRY, Secretary

THE OLD RELIABLE

Michigan Millers' Mutual Fire Insurance Co.

OF LANSING, MICH.

Elevator and Grain Insurance

Assets	-	-	-	\$1,898,142.34
Losses Paid	-	-	-	1,766,407.89
Net Cash Assets	-	-	-	367,263.93

MILLERS MUTUAL FIRE INSURANCE ASSOCIATION OF ILLINOIS ALTON, ILLINOIS.

Wrote \$5,348,463.75 Insurance last year.
Paid \$110,724.14 in losses last year.
Added \$24,230.30 to surplus last year.
Assessed only 45% of basis rates last year.

If you want the best of Insurance at the lowest cost, write to us.
Insurance in force, - \$10,158,139.43
Face value of notes, - 1,451,877.89
Cash Assets, - 300,148.96

D. R. SPARKS, Prest. A. R. MCKINNEY, Sec.
Chicago Agent: M. W. Fugit, 740 National Life Bldg.

Grain Shippers Mutual Fire Insurance Association of IDA GROVE, IOWA

Risks in force, Fire and Lightning.....\$5,500,000
Risks in force, Tornado.....1,400,000
Admitted Ledger Assets.....\$16,478.30
Six Months' Assessment in course of collection, over.....25,000.00

Total Amount Assets Available for the payment of losses.....\$41,478.30
Fire and Lightning Cost for Current Year Only 80 per cent of the rate.
Tornado Cost for Past Five Years Only 50 per cent of the rate.

F. D. BABCOCK, Secy.

ORGANIZED 1883

The Western Millers Mutual Fire Insurance Company

KANSAS CITY, MO.

CHAS. H. RIDGWAY, Secretary

SAFE INDEMNITY

Flour Mills, Elevators, Warehouses and contents,

MILL OWNERS MUTUAL FIRE INSURANCE COMPANY DES MOINES, IOWA

Insures Mills, Elevators and Warehouses at Actual Cost.

Net Cash Assets, - \$ 254,314.69
Losses Paid, - - 1,282,844.90
Saved to Policy Holders, 1,665,098.34

Our Deposit Notes represent but one annual Premium.

Organized in 1875.

J. G. SHARP, - Secretary.

One Result of the



INDIANAPOLIS, IND.

This Company was organized five years ago when other insurance companies claimed that one elevator out of every thirty-five burned annually and raised their rates to correspond.

The Grain Dealers Company selected the elevators insured, made careful re-inspections and through self-inspections it has the cooperation of the employees with The Result that its losses are, per annum, only one elevator out of every seventy insured. In other words it has reduced the cost to **one-half**. This is to the advantage of its policy holders and is why you should join them.

Address,

C. A. McCOTTER, Secretary

MILLERS' NATIONAL INSURANCE COMPANY

205 La Salle St., CHICAGO, ILL.

Chartered 1865

Insurance with a maximum of security at a minimum of cost for ELEVATORS, WAREHOUSES and CONTENTS on the Mutual Plan.

Five Year Policies (or short term policies on grain, if required.)
Semi-Annual Assessments costing about one-half Stock Company rates.
NO conflagration hazard.

Gross Assets, - - \$4,429,866.14
Net Cash Surplus, - 848,660.89

TO BUY SELL RENT or LEASE an ELEVATOR

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns, set cost you only 15 cents per line. Try it.

Elevator Owners

Write for our folder on the cause and prevention of elevator fires. As many copies as you wish will be furnished free. Put one in the hands of the manager of each of your elevators. It will cost you nothing, and may be the means of keeping your plant in commission during the busy grain season. It is published by an enterprise composed exclusively of

Grain Dealers

and devoted to the elimination of everything which adds to the

Cost of Insurance on Grain Elevators, Grain Warehouses and Grain

Statement of losses paid and money saved, with full explanation of plan and methods, upon request.

Elevator Underwriters

U. S. EPPERSON, Attorney and Manager

R. A. LONG BUILDING

Kansas City,

Missouri

ELEVATORS WANTED

To get in direct communication with would-be buyers of grain elevators reply to ads in the "Elevators Wanted" columns of the GRAIN DEALERS JOURNAL.

HAMILTON RUBBER MFG. CO.

MANUFACTURERS
OF HIGH-GRADE

RUBBER BELTING

If you want Belting, guaranteed to give perfect satisfaction for all classes of work insist upon your engineer specifying "Hamilton made."

WRITE FOR SAMPLES AND PRICES

161 East Lake Street, CHICAGO

ELMER E. BAST, Manager
TELEPHONE, Main 2296



Webster 40 in. Reversible Belt Conveyor 310 feet long for Handling Grain.

Webster Machinery

For GRAIN ELEVATORS
and FLOUR MILLS

Write for Catalog No. 30

Webster M'f'g Co.

1075-1111 West 15th St., CHICAGO

EASTERN BRANCHES:
88-90 Reade St., New York Pennsylvania Bldg., Philadelphia

YOU'LL BE ARRESTED

FOR MAINTAINING A NUISANCE
UNLESS YOU

ARREST

THE DUST AT YOUR ELEVATOR.

MY COLLECTOR IS AT YOUR SERVICE.

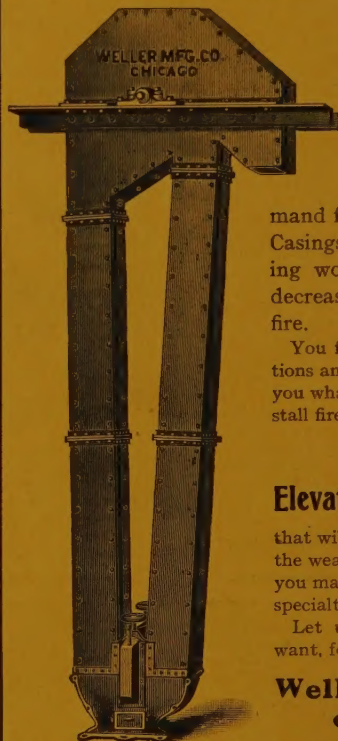
WRITE FOR PARTICULARS.

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